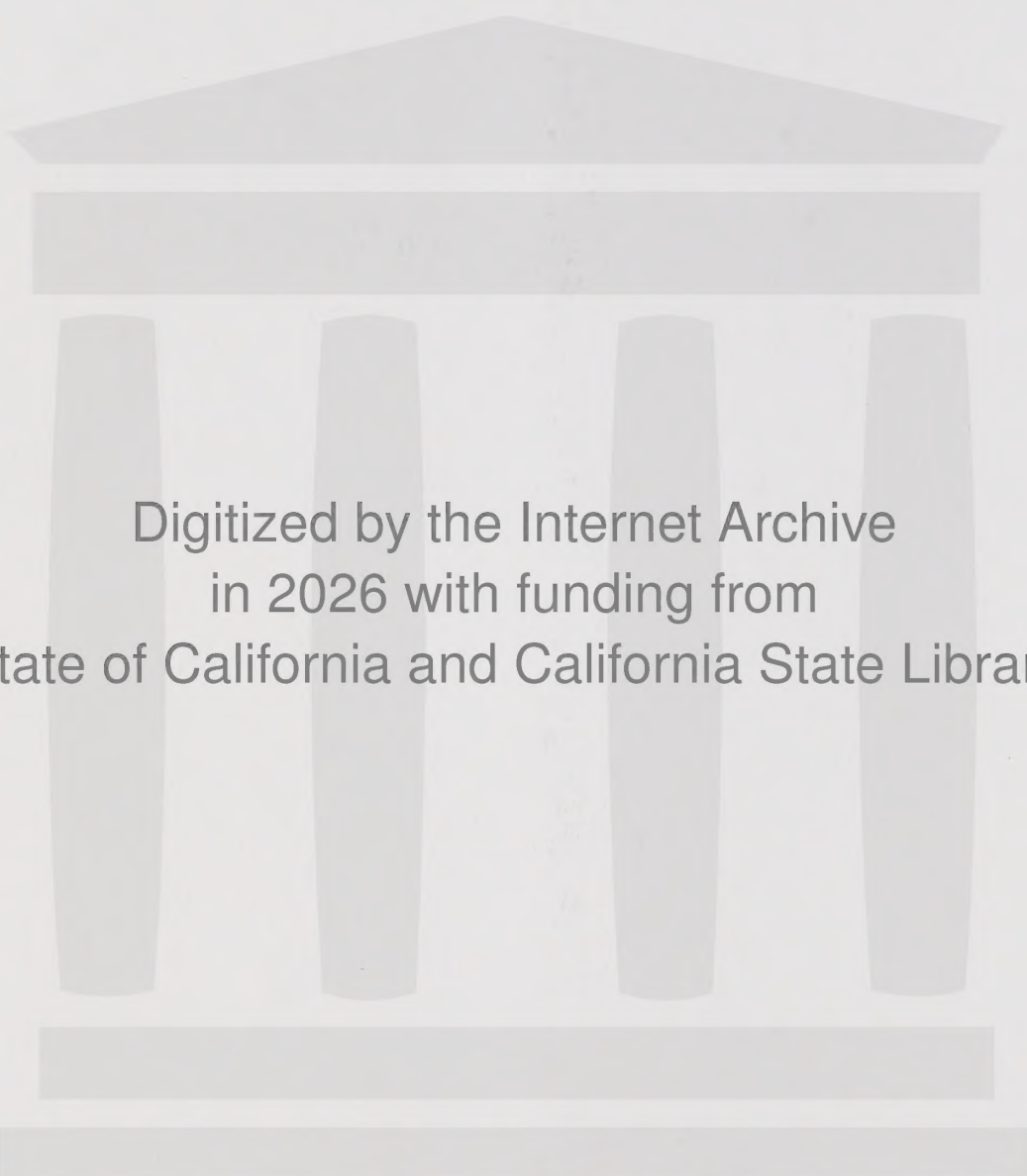


ALPINE COUNTY

General Plan



Adopted May 18, 1999
Alpine County Board of Supervisors
Resolution No. 99-29



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Adopted May 18, 1999

Resolution No. 99-29

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ALPINE COUNTY

General Plan



INTRODUCTION

ALPINE COUNTY

General Plan



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INTRODUCTION

Alpine County comprises 723 square miles of land situated along the crest of the Sierra Nevada mountains in east-central California. The County's topography is characterized by high rugged peaks and ridges, deep canyons, mountain meadows, and numerous streams and lakes. The County is located 15 miles south of Lake Tahoe and is bounded to the east by Douglas County, Nevada. It is crossed generally east to west by State Highways 4 and 88, and north to south by State Highway 89. It is estimated that ninety five percent of Alpine County's land area is government owned and administered by the U.S. Forest Service or Bureau of Land Management. Alpine County remains the smallest County in California with a permanent population of 1100 and with only an eleven percent growth between 1980 and 1990 based on the 1990 Census data. Most of the population lives near or in the communities of Markleeville, Woodfords, Bear Valley, or Kirkwood.

Alpine County's first General Plan was adopted in 1964. New elements were added in 1969, 1970, 1973, and 1974. In 1981 the legal adequacy of the existing plan was determined to be questionable and the Board of Supervisors directed that the plan be revised. In a separate action, the Board, which serves as the County's Local Transportation Commission, directed that the 1982 Alpine County Regional Transportation Plan Update (RTP) be included as part of the total planning project.

Early public input to the 1981 General Plan Project stressed the importance of developing a plan which would "balance" environmental and social concerns. The General Plan has thus been founded upon four primary planning criteria

1. Environmental constraints,
2. Economic growth,
3. Orderly development in specified areas,
4. Public service costs.

The General Plan identifies hazards that offer the greatest threat to the health, safety, and welfare of people in Alpine County. Measures are specified to minimize propagation of each of the hazards in future development. The Plan draws upon research presented in the Plan's Data Base and Appendices to promote wise use of the County's varied and plentiful resources. The Plan also encourages provision of adequate public services, maintenance of a balanced County budget, and maintenance of a comprehensive planning process including continuous use of the General Plan as a guideline for growth. As required by State law, the Plan contains a Land Use Map which designates the desired location, type, density and intensity of land uses County wide. The Plan's Circulation Element serves as the County's Mandated Regional Transportation Plan and is updated biennially.

This edition of the Plan is a 1997 update of the 1981 plan. It has been prepared to update statistics and information and to reflect changes in State Law and County Ordinances. This plan also contains the 1996 Regional Transportation Plan/Circulation Element Update.

THE SETTING

History

Before the arrival of Euro-American settlers, Alpine County was the home of a Native American people of whom the Washoe are the latest arrivals. Frontiersmen including Jedediah Smith, Captain Joseph Walker, Kit Carson and Captain John C. Fremont, visited what is now Alpine County between 1827 and 1844. Present day Woodfords became the first settlement in the region with the establishment of Brannon Springs in 1851. With the discovery of gold and silver in the late 1850's and early 1860's the territory experienced a boom period during which towns sprang up and populations swelled.

Alpine County became the forty-sixth County in the State of California on March 16, 1864. It was formed out of El Dorado, Amador, Calaveras, Tuolumne and Mono Counties and named for its majestic alp-like scenery. In 1864 total County population was estimated to be more than 11,000. The County seat was Silver Mountain City, one of several early mining towns that no longer stand today. In 1875, when the County Seat was moved to Markleeville, the population had declined to approximately 1200.

In addition to mining, lumbering was an important industry in Alpine County during the 1860's and 1870's. Lumber was needed for the construction of towns, ranch structures, and flumes built in the area. Demand was also high for cord wood necessary to drive steam engines, to provide mine timbers, and to serve other purposes.

The demonetization of silver in 1873 put an end to the silver "boom" in Alpine County and thereafter County population decreased. By 1910 the County population was less than 250. Between 1920 and 1940 it increased to 320, and then decreased back to approximately 290 by 1950. During this period the population was distributed between the towns of Markleeville, Woodfords, Paynesville and a number of other highway stops. The County sustained a small number of active cattle and sheep ranches plus limited mining and timber activity.

With improvement of roads, the increase in California's population, and State wide increases in income and leisure time, Alpine County's popularity as a recreational area began to grow. The 1970 Census recorded County population at 484. By 1980 the population had grown to 1097. The increase is primarily a result of growth in the Washoe Community on the County's eastern slope; and Bear Valley and Kirkwood on the County's western slope.

Population

Characteristics of the County's 1990 population were as follows: Median age was 35 years. Approximately 25% of the population was less than 18 years of age. The ethnic make-up of the 1990 population included 772 whites (69.4 percent) and 341 non-whites, (30.6 percent). The largest ethnic minority was American Indian, 257 or (23.1 percent) of the total population.

Because the 1990 Census was conducted during April 1990, it is anticipated that a number of seasonal residents were included in the County total. Though the total may therefore be considered high when figuring permanent residents, it does little to reflect the actual influx of seasonal residents or visitors to the County which has been estimated to exceed two million per year. The Department of Finance estimated a 1990 housing vacancy rate of 62.7 percent. At least 68% of these are seasonally occupied second homes or resort condominium units.

Socioeconomic Environment

Alpine County is divided by the crest of the Sierra Nevada into east and west slope geographic regions. Markleeville, Woodfords and other east slope communities tend to identify culturally and economically with Gardnerville, Carson City and other urban centers located in the State of Nevada. Kirkwood is positioned to access both Nevada Communities and South Lake Tahoe. Bear Valley residents tend to utilize lower west slope communities in California for similar socioeconomic purposes. The Sierra crest becomes a most significant boundary between east and west Alpine County during winter months when State Highway 4 connecting Bear Valley with Markleeville is closed, resulting in 3-4 hours travel time between the communities in good weather.

Recreation and tourism clearly stand as a mainstay of the economy. The County's agriculture, timber, and mining resources have and will continue to provide valuable contributions.

Setting aside the incomes of seasonal residents, the per capita income of persons living in Alpine County is well below the state average and it fluctuates seasonally due to reliance on recreation and tourism. Limited population and dependence upon urban centers outside the County causes a significant drain of dollars generated in the local economy. This leakage hinders attempts to expand local business activity. The local government faces fiscal difficulties associated with a limited ability to generate property tax revenue which results in heightened sensitivity to limitations on public services and facilities.

THE GENERAL PLAN

A general plan can be considered a local government's "constitution" for growth and development. In addition to background information, general plans typically contain goals, policies, objectives, and implementation measures designed to guide growth and development within the jurisdiction. One of the required maps of a general plan is the land use map, which represents the County's intentions regarding future growth.

All elements within a general plan must be consistent with one another and all local land use zoning designations must be made to conform with the general plan. Decisions regarding private developments for which County permits are necessary and those involving County Public Works Projects must be found in conformance with the general plan before approval can be granted. Counties must also review their capital improvement programs and land transactions for conformance. Under the Federal Land Policy and Management Act of 1976, Federal Agencies are directed to coordinate preparation of their land use plans and regulations with local governments and their general plans.

State Law requires that a general plan must address seven subjects: land use, circulation, housing, conservation, open space, noise, and safety. The law allows a County to vary the format and degree of specificity that is used in addressing each of the required subjects, depending on local circumstances. The Alpine County General Plan is organized in six elements which incorporate the seven State mandated subjects.

1. Conservation
2. Safety
3. Land Use
4. Circulation
5. Housing
6. Economic Development

Conservation

The Conservation Element promotes wise use of the County's valuable mineral, timber, agricultural, water and energy resources. It recognizes local water, animal life, open space, historic and other resources as valuable to recreation and tourism. It considers the County's nearly pristine air, water, sound, and scenic beauty as a resource valued by County residents as well as visitors from other parts of the world. Policies and guidelines are set forth to protect such resources from degradation and incompatible land uses. The Plan also encourages the management, production, and processing of natural resources found in the County in a responsible manner for the economic benefits that could be derived for the local economy.

Safety

The Safety Element calls for all future development to be properly located and designed to prevent threats to the health, safety and welfare of people in Alpine County due to fire, earthquake, unstable slopes of earth or snow, flood, noise, or hazardous materials. Policies are established to promote fire prevention and to build fire protection into all new development. The Plan also requires that maps and/or deeds subdividing lands in areas identified as subject to flash floods or seismic activity must contain written warnings informing future land owners that such hazards exist. Future developments will need to investigate and address the potential for landslide or avalanche. The General Plan's Land Use Section and Land Use Map establish standards to protect future development from flood, stream bank erosion and other factors.

Land Use

The Alpine County General Plan sets forth objectives for the provision of specific public services or facilities that will be needed to aid the County's orderly growth and development. It lists policies and actions that are necessary to help finance public services and facilities especially during the present period of declining revenues. A special section is provided to help implement and maintain an effective and comprehensive planning process. The Plan's Land Use Map designates areas of the County in which certain types of development would be best located. Descriptions and mapping of each land use designation are presented in the Land Use Element.

Circulation

The long-range Transportation Plan addresses periodic improvements of State highways and bridge reconstruction. The need for maintenance and reconstruction of existing County roads will generally supersede the need for new roads. Funding County road maintenance is a growing issue that will need to be resolved. New developments will be required to construct roads to County standards and new provisions (road districts) may be required to fund their long-term maintenance. Efforts will be made to stimulate recreation and tourism thereby increasing already high percentages of out-of-county traffic. Actions may be necessary to generate additional County revenues for road maintenance and other public services necessitated by recreational visitors.

The County will continue toward implementation of the County Airport Master Plan. Private aviation working facilities should include construction of new heli-pads at Bear Valley and Kirkwood. Bicycle and pedestrian facilities should be considered where reasonable in all new development as a means of improving local travel as well as adding to the County's recreational attractiveness. The County will continue to enforce parking requirements and may upgrade regulations to attenuate existing or anticipated parking problems. County circulation policies will encourage efficient use consistent with the preservation of General Plan goals and policies. Pipe and utility lines should be minimized by measures such as combining lines to the fewest possible corridors and minimizing extensions to new areas consistent with the County's land use policies. The County is opposed to any trans-sierra utility corridors through Alpine County.

In general, the short-range Transportation Plan consists of the County's highest priority improvement projects and those goals and policies which address the most current and important issues.

Housing

The purpose of the Alpine County Housing Element is to stimulate the private sector and facilitate the supply and quality of housing available to Alpine County residents. The Housing Element is designed to inform citizens and decision-makers in the County about population and housing and provide a sound basis for future planning decisions to meet identified housing needs and objectives within local means.

Economic Development

The Economic Development Element establishes the response of Alpine County to economic conditions which result from the lack of revenue and job generating industrial and commercial development in the County.

ORGANIZATION

The Document

The General Plan is organized in four parts:

1. Introduction
2. General Plan Elements
3. Definitions
4. Summary of Goals, Policies, Objectives and Implementation Measures

A data base, Environmental Impact Report and Technical Appendices that support the General Plan are available in the Alpine County Planning Department.

All general plan elements contain discussions of various planning related issues based upon information collected for the data base. Each discussion of issues is followed by a list of goals, objectives, policies and implementation measures which are intended to help resolve the issues. A goal is the end toward which effort is directed. It is general and timeless, but theoretically attainable. A policy is a course of action that guides present and future decisions. An objective is more precise and is capable of both attainment and measurement. Actions or implementation measures suggest or define the steps necessary to accomplish objectives and name the agencies or persons that would be responsible. The Circulation and Housing Elements vary slightly from the format used in other elements in order to satisfy the State's particular requirements for Regional Transportation Plans, and Housing Elements.

During preparation of the Data Base and Appendices, research was focused on seven special planning areas which, due to factors such as terrain and private ownership, were considered most likely to receive development pressure. Various categories of information regarding the County and its inhabitants were applied to base maps for each of the seven planning areas. These maps are displayed in the Appendices. Transparent overlays of the maps were used in drafting the General Plan's County-Wide Land Use Map.

AMENDMENT

A general plan amendment is required in order to change any text or map in the General Plan. State Law permits up to four General Plan Amendments per mandatory element per calendar year (Government Code 65358b). The most common type of General Plan Amendment is to the Plan's Land Use Map. In addition the County may determine that it is occasionally necessary to revise portions of the text to reflect changes in circumstances or philosophy. State Government Code 65400b requires the Planning Department to report annually to the Board of Supervisors on the status of the plan and progress in its implementation.

The Process

The County's process for amending the General Plan is specified in Section 18.84 of the Alpine County Codes (Zoning Ordinance) as summarized below.

1. Amendments to the General Plan may be initiated by application of a petition of one or more landowners, resolution of intention of the Board of Supervisors or resolution of intention by the Planning Commission. Applications initiated by the public must include fees set forth in the County Fee Ordinance.
2. Applications are reviewed by the County Planner and if accepted as complete for processing are scheduled for a public hearing before the Planning Commission. Public notice of the hearing is provided in accordance with State Law.
3. Prior to the Public Hearing the Planning Department prepares a staff report to the Planning Commission describing the proposed amendment, any environmental or other impacts that may result, and comments from other departments or affected governmental agencies.
4. The Planning Commission holds the Public Hearing, makes the required findings of fact and decides upon a recommendation to the Board of Supervisors.
5. The Board of Supervisors holds a Public Hearing and either adopts or denies the proposed amendment.

Review for Consistency

In order to be an effective policy guide a General Plan must be internally consistent. State Government Code 65300.5 requires that the General Plan be integrated and internally consistent, both between the elements and within the elements. Any amendments to the text or map must be supported by findings that clearly state that the amendment conforms with the General Plan. The following is a guideline for Planning Staff, the Planning Commission, and the Board of Supervisors to follow in determining General Plan consistency.

1. Consistency Among the Elements. Compare the proposed element to be amended with other elements in the plan. For example:
 - a. Land use designations in the land use element should not conflict with planned land uses in the open space, circulation, or conservation elements;
 - b. Projected traffic impacts from proposed land use designations in the land use element should be planned for in the circulation element;
 - c. Allowed uses in a land use designation should be consistent with noise standards specified in the noise element for that same land use designation;
 - d. Proposed amendments to Goals and Policies in an element must be consistent with Goals and Policies of the other elements in the Plan; and
 - e. Assumptions, projections, standards and statistics used in a proposed element amendment should be consistent with those used in other elements of the Plan.
2. Consistency Within An Element. Compare the proposed amendment with other data, analyses, goals, policies and implementation measures within the same element.
3. Text and Diagram Consistency. Compare existing or proposed maps and diagrams with existing or proposed text and policies. For example:
 - a. Land use designations given to an area on the Land Use Map should be consistent with text describing and policies related to features of that area; and
 - b. Proposed land use designations for a specific area on the map should not conflict with proposed roads or highways on the circulation map.

Findings of Fact

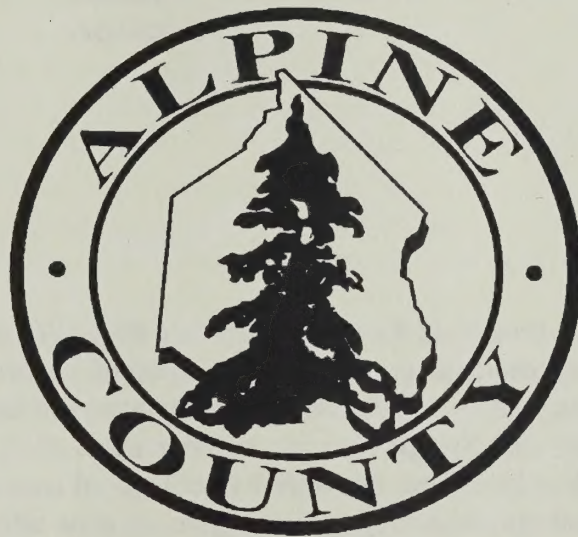
Any decision on the General Plan Amendment must be supported by findings of fact. These findings are the rationale for making a decision to adopt an amendment.

Section 18.84.030 of the Alpine County Zoning Ordinance requires that the Planning Commission make the following findings when considering an amendment for recommendation to the Board of Supervisors.

1. The proposed amendment is in conformance with the County General Plan;
2. The proposed amendment is in harmony with the zoning code and other County Ordinances; and
3. The amendment is not detrimental to the health, safety, peace, morals and general welfare of the County of Alpine or its people.

ALPINE COUNTY

General Plan



I. CONSERVATION ELEMENT

ALPINE COUNTY

General Plan



J. C. GOSWELL, Editor

I. CONSERVATION ELEMENT

The Conservation Element meets State requirements for Open Space, Conservation, and Scenic Highways Elements. The element specifically addresses County and region-wide issues in the following categories:

- A. Earth (soils and minerals)
- B. Air
- C. Water
- D. Wetlands
- E. Plant Life
- F. Agriculture
- G. Forests
- H. Animal Life
- I. Energy
- J. Culture
- K. Aesthetics

A. EARTH

Soils

Available reports that describe soils characteristics such as general composition, percolation rate, permeability, depth to bedrock, drainage, and erosion potential were used to plan for the appropriate location, type, density, and intensity of development shown on the Land Use Map. (See Data Base Sections 1.3 and 3.43.). Soils characteristics can vary significantly from site-to-site or within one project site. The reports used for the General Plan and the Land Use Map should not preclude the requirement for site specific soils investigations when considering future projects.

The County presently utilizes Chapter 70 of the Uniform Building Code (UBC) to regulate grading and thus control erosion and other effects related to soils and development. Under the UBC, excavations less than two feet deep or fills less than three feet deep generally do not require a grading permit from the County. The UBC does not control the amount of area that one may clear of vegetation or grade within the limits just defined. In some counties the lack of stricter controls has led hopeful developers to clear large areas to bare soil before obtaining any other approval for development. Such actions can generate both on-site and off-site effects upon water quality, view sheds, wildlife and other resources.

ELEMENT I - SECTION A

G. P. GOAL NO. 1

CONSERVE SOIL AND RELATED RESOURCES

POLICY NO. 1 Require soils and geologic reports for all land development projects.

OBJECTIVE NO. 1 Adopt a comprehensive erosion control and grading ordinance.

IMPLEMENTATION MEASURE: Such an ordinance should require County approval for significant grading or vegetation removal operations. It should contain standards for on and off-site erosion control including re-seeding.

Minerals

Mineral deposits of economically significant size represent less than 1 percent of the earth's crust. These deposits should be protected in land use decisions and, in return, mine operators should conduct operations that minimize negative effects on surroundings and reclaim lands when operations are completed so that they may serve beneficial uses. (See Data Base Section 7.41.)

Existing mines and quarry sites in Alpine County are identified on the Land Use Map. Known or suspected mineral deposits, primarily sand and gravel, have been identified by the California Division of Mines and Geology and are shown in Appendix J of the Data Base for the Alpine County General Plan. The deposits have been protected by appropriate land use designations and buffers on the Land Use Map.

The California Surface Mining Reclamation Act of 1975 (SMARA) requires the State Geologist to classify mineral areas in the State and the State Board of Mining and Geology to designate mineral deposits of regional or Statewide significance. The mineral deposits thus far identified by the California Division of Mines and Geology do not represent completion of the State's responsibilities under the Act. Additional deposits which have not yet been identified may therefore exist. For this reason, broad areas within the historic Monitor, Mogul, and Webster mining districts are given a land use designation which provides the areas protection from incompatible land uses yet allows mineral extraction and associated development. Large portions of the Silver King, Silver Mountain and Raymond Mining Districts are now located in wilderness areas. Pursuant to the Wilderness Act of 1984, any mining claims located in wilderness areas which were made prior to December 31, 1983, are allowed to be utilized, explored, drilled, leased, etc. (See Land Use Map.)

ELEMENT I - SECTION A

G. P. GOAL NO. 2

PROTECT THE MINERAL RESOURCES OF ALPINE COUNTY AND PROMOTE THEIR WISE USE

POLICY NO. 2a Existing mines and mineral deposits shall be protected from encroachment by incompatible land uses in accordance with California Public Resources Code 2710 et seq. (Surface Mining and Reclamation Act).

POLICY NO. 2b Maintain open space buffer zones around existing or possible future

mining sites to prevent encroachment and help mitigate noise, dust, vibration, and visual impacts and protect public safety.

POLICY NO. 2c All costs and responsibilities for controlling off-site effects generated by mining and associated operations should be attenuated by mine operators and developers to the satisfaction of the County.

POLICY NO. 2d All surface mined lands should be reclaimed following completion of surface mining operations to a usable condition which is readily adaptable to alternative land uses.

B. AIR

The potential exists in areas of Alpine County for air pollution that could be hazardous to the natural environment and human health. Pollution potential is especially high where large concentrations of wood-burning stoves and conditions of temperature inversion may exist.

The County, in cooperation with the Great Basin Unified Air Pollution Control District, controls pollution. The State Air Resources Board has measured the County's attainment of the State ambient air quality standards for most air pollutants. The entire Great Basin Unified Air Pollution Control District was classified as non-attainment of State standard for suspended particle matter. None of the test sites used to determine this classification were located in Alpine County. Alpine County is considered in attainment of Federal Standards for this pollutant. (See Data Base Section 2.2)

ELEMENT I - SECTION B

G. P. GOAL NO. 3

MEET OR EXCEED FEDERAL AND STATE AIR QUALITY REGULATIONS

POLICY NO. 3 The County should continue to consult with the Great Basin Unified Air Pollution Control District regarding any proposed project which has the potential to adversely affect ambient air quality.

C. WATER

Surface Water

Surface waters on the eastern slope of Alpine County have been adjudicated. Rights to quantities of water are established and a rotation schedule is practiced by water users during late summer and fall months. Users with low priority water rights have difficulty meeting needs during this period in drought years.

A decree by the U.S. District Court for the District of Nevada binds existing water rights and practices on the Eastern Slope. The Truckee-Carson Pyramid Lake Water Settlement Act of 1990 provided federal confirmation of water rights declared in the decree.

The adjudication specifies that segments of the Carson River East Fork in California and the Carson River West Fork above Woodfords are governed by California riparian law. Supervision upon these segments by the region's Water Master is limited. Under California riparian law, land owners adjacent to either of the stream segments are entitled to use water that is available. The potential, therefore, exists for future land developments to draw surface water from supplies which are already inadequate for established down stream uses. (See Data Base Section 3.2.).

ELEMENT I - SECTION C

G. P. GOAL NO. 4

MAINTAIN ADEQUATE SUPPLIES OF SURFACE WATER IN ALPINE COUNTY FOR ALL CURRENT AND FORESEEABLE NEEDS

POLICY NO. 4a

Alpine County should remain opposed to any reduction in quantities of surface water presently administered to users in the County for in county uses under the final decree issued by the District Court for the District of Nevada involving the United States of America versus Alpine Land and Reservoir Company (1980) unless or until reasonable alternatives for supply of water for County's agricultural needs are secured.

POLICY NO. 4b

Development on lands draining to the Carson River should not significantly diminish the present supply of surface water to any tributary or channel of said river segments.

POLICY NO. 4c

Analysis of run off from new land developments should consider individual or cumulative increased flows of existing stream or river channels and down stream users.

POLICY NO. 4d

Acquire and maintain water rights to protect the County's interest and future needs.

Groundwater Quantity

Based upon an analysis of the data researched and presented in Data Base Section 3.3 and Appendix A, it is estimated that the most reliable supplies of groundwater in Alpine County may be found in recent alluvial deposits (stream and river deposits indicated by map unit symbol Qal in Appendix A.). Lake deposits, glacial deposits, volcanic bedrock, and granitic bedrock generally represent areas with increasingly unreliable quantities of groundwater. (See chart, Appendix A-1.).

The Carson River West Fork alluvial fan which underlies the vicinity of Woodfords, Paynesville, and Fredericksburg is estimated to contain approximately 100,000 acre feet of groundwater. Water available to recharge this groundwater supply is estimated to be less than 16,000 acre feet per year. Assuming withdrawal rates equal to 230 gallons per day per permanent residence and 58 gallons

per day per seasonal residence (Data Base Section 3.26) approximately 12 million gallons or 38 acre feet of groundwater are taken from the alluvial fan each year. The ratio of withdrawn by Alpine County water users to available recharge may be as high as 1:400 (excluding consideration of the fact that some withdrawn water is replaced).

Water supplies in the entire Carson Valley are estimated by the State of Nevada to be 32,000 acre feet per year. Appropriations are 37,000 acre feet per year. It is reported that not all appropriations are used in a given year and therefore appropriations are nearly equal to supply. (See Data Base 3.31).

Areas important to groundwater recharge include coarse sand near stream deposits along mountain fronts and stream and river channels (Data Base Section 3.3). Groundwater supplies serving Bear Valley and Kirkwood developments are discussed in the Specific Plans for those areas.

ELEMENT I - SECTION C

G. P. GOAL NO. 5

MAINTAIN ADEQUATE SUPPLIES OF GROUNDWATER IN ALPINE COUNTY FOR ALL CURRENT AND FORESEEABLE NEEDS

- | | |
|----------------------|--|
| POLICY NO. 5a | Groundwater withdrawals should not exceed or significantly draw-down groundwater supplies. |
| POLICY NO. 5b | Alpine County should oppose any significant reduction in quantities in groundwater in the County due to extractions by wells that serve areas outside of the County. |
| POLICY NO. 5c | Coverage of land that would reduce infiltration from run off or surface water should be minimized in areas important for groundwater recharge including coarse (gravelly) deposits along mountain fronts and stream or river channels. |
| POLICY NO. 5d | No parcel should be created or development approved that may involve structures intended for human occupancy unless an acceptable means of water supply has been established. |

Surface Water Quality

Under State Law the primary responsibility for insuring maintenance of water quality lies with Regional Water Quality Control Boards. By waiver, Alpine County is allowed to approve developments involving less than 6 dwelling units without higher approval from the appropriate Regional Water Quality Control Board. Existing County Ordinances set certain standards and requirements for maintaining surface and groundwater quality in addition to those requirements set

forth by the Water Quality Control Boards. (See Data Base Section 3.41). Regional Water Quality Control Board objectives and available historic water quality records are reproduced in Appendix F. (See Data Base Sections 3.42, 3.44, and 3.45).

Siltation and sedimentation are the result of erosion. Any development involved in earth disturbance, particularly some forestry practices, can result in erosion and degrade surface water quality by siltation. A certain amount of erosion occurs as a result of natural processes. Erosion is further addressed in the Soils Section of this element.

Surface or hard rock mining operations can degrade surface water quality through increased siltation or the release of natural or induced adverse chemical substances. Each has been historically documented in Alpine County. (See Data Base Section 3.42).

Agricultural waste can also affect the quality of surface waters especially where high concentrations of livestock are tended near surface or groundwater supplies. (See Data Base Section 3.45).

ELEMENT I - SECTION C

G. P. GOAL NO. 6

IMPROVE AND MAINTAIN THE QUALITY OF ALPINE COUNTY'S SURFACE WATER RESOURCES IN COOPERATION WITH THE LAHONTAN AND CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARDS

Ground Water Quality

Groundwater contamination can be a primary consideration when planning residential developments that are intended to utilize individual sewage disposal systems. Data Base Section 3.14 describes the possibilities for contamination of groundwater supplies by individual sewage disposal systems. Primary concerns include:

1. Soils that do not adequately percolate or that are too close to groundwater supplies;
2. Too many septic systems too close together;
3. Improper septic system maintenance.

In Alpine County additional septic tank filtration limitations may exist in areas underlain by fractured granitic bedrock or containing perched water tables. (See Data Base Section 3.43).

The Soil Conservation Service has described all of Alpine County as containing severe septic system filtration limitations. More detail regarding soil capabilities is provided in soils reports which have been incorporated into the Data Base by reference and which are available for review at the Alpine County Planning Department. Soils capability data was a determinant in establishing appropriate land uses, parcel sizes, and densities indicated on the Land Use Map.

County Ordinance 365-77 controls the construction of sewage disposal systems in Alpine County.

County Ordinance 364-76 regulates the construction, modification, repair, and abandonment of wells in the County. Both Ordinances are intended to prevent groundwater contamination and protect the health, safety, and welfare of the County's population. County Ordinance 365-77 does not preclude the establishment of alternatives to conventional individual sewage disposal systems "in selected areas if they are individually designed and received by the Health Department."

ELEMENT I - SECTION C

G.P. GOAL NO. 7

MAINTAIN SAFE, CLEAN GROUNDWATER SUPPLIES THAT ARE ADEQUATE FOR ALL CURRENT AND FORESEEABLE BENEFICIAL USES

POLICY NO. 7a

The County should notify, inform, and provide adequate time for response to the appropriate Regional Water Quality Control Board regarding all projects for which County approval is necessary except those for which waiver provisions have been granted.

POLICY NO. 7b

No parcel should be created or development approved that may involve structures intended for human occupancy unless an acceptable means of sewage disposal has been proven available.

POLICY NO. 7c

Residential developments utilizing individual sewage disposal systems should not be allowed to accumulate in a given area in such concentrations that they collectively pose a threat to groundwater quality.

D. WETLANDS

Wetlands in Alpine County include rivers, streams, lakes, ponds, wet meadows, and other areas with riparian and aquatic habitats. Due to their sensitive nature and ecological significance wetlands are protected by Federal Law

Federal Law regulates and State and Federal Agencies provide policies for development in wetlands. The U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency defines wetlands as "those areas that are inundated or saturated by surface or ground water at a frequency and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include "swamps, marshes, bogs and similar areas." The U.S. Fish and Wildlife Service (USFWS) defines wetlands as "lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water" and have "one or more of the following attributes":

1. At least periodically, the land supports predominantly hydrophytes;
2. The substrate is predominantly undrained hydric soil; and
3. The substrate is non-soil and is saturated with water or covered by shallow

water sometime the growing season of each year.

Section 404 of the Clean Water Act requires that prior to depositing dredged or fill materials into "waters of the United States including wetlands" a permit must be obtained from the U.S. Army Corp of Engineers. When reviewing permit applications the Corp follows EPA guidelines, also provided under Section 404.

Projects requiring permits are submitted to the U.S. Fish and Wildlife Service and California Department of Fish and Game for advisory review. All projects which could potentially impact wetlands are also reviewed by the Department of Fish and Game through the CEQA process. Fish and Game Commission policies for wetlands, which are used by the Department when reviewing projects, are shown in Appendix P.

ELEMENT I - SECTION D

G. P. GOAL NO. 8

PRESERVE AND PROTECT WETLAND AREAS

POLICY NO. 8

Minimize development in or conversion of wetlands.

IMPLEMENTATION MEASURE: Require the submittal of a detailed wetland delineation, performed by a qualified biologist, for development projects proposed in or near suspected wetland areas.

IMPLEMENTATION MEASURE: Require proponents of development projects in wetland areas to mitigate impacts on wetlands such that, at minimum, there will be no net loss of either wetland habitat values or acreage.

IMPLEMENTATION MEASURE: Require U.S. Army Corps review prior to County approval of projects impacting wetlands.

IMPLEMENTATION MEASURE: No use that would involve significant vegetation removal or earth disturbance should be allowed in stream environment designated areas. Due to the generalized standard used to delineate stream environments, variances in the above standards should be allowed where it can be proven projects will not generate unmitigable significant adverse effects upon the following features: groundwater recharge, surface water quality, aquatic or riparian habitat, wetlands, archaeological sites, aesthetics, and cliff or stream bank erosion. The County may approve projects that would impact designated stream environment areas where it is found that negative effects upon any of the listed parameters are outweighed by public need or concern.

However, variance provisions should not apply to streams presently serving or intended to serve as habitat for threatened trout species. The County may require developers to dedicate land or easements to and along streams that support fisheries for the protection of stream environments or their public use.

E. PLANT LIFE

Threatened Rare or Endangered Plants

No Federal or State listed rare or endangered plants have yet been identified within Alpine County. The approximate location of species that have been classified as endangered or rare by the California Native Plant Society, are shown on the Land Use Map. These species, illustrated on the land use map, are to be evaluated in the future for possible inclusion to the State's List of Rare and Endangered Plants. State Law requires that rare or endangered plants are not to be disturbed without giving the California Department of Fish and Game a reasonable period of time within which to remove or otherwise protect them.

ELEMENT I - SECTION E

G. P. GOAL NO. 9

PROTECT AND INCREASE THE POPULATIONS OF THREATENED, RARE, OR ENDANGERED PLANT SPECIES

POLICY NO. 9

Areas containing or suspected of containing rare, endangered, or threatened plants should not be disturbed without providing the California Department of Fish and Game a reasonable period of time within which to investigate, remove, or otherwise protect them.

F. AGRICULTURE

Due to climate and other factors, agriculture in Alpine County is limited primarily to cattle production and some sheep production. While agriculture in the County is not considered a significant income producer in terms of employment or County revenues, it has been a steady component of the local economy for more than 100 years. Under U.S. Forest Service Multiple Use Practices much additional range is provided. (See Data Base Sections 7.3 and 11.12). The County's best agricultural soils are rated Capability Class III (when irrigated) on a scale in which the best agricultural lands would be Class I and the worst Class VIII. The value of the County's agricultural lands should not be underestimated because, through time, urban development may continue to remove from production more valuable agricultural lands in other areas potentially increasing the use and value of more marginal agricultural lands. The County's agricultural lands are also aesthetically important to the County.

Cattle ranching practice in Alpine County involves the seasonal transportation of livestock between summer range at high elevations and winter pasture at lower elevations, mountain meadows, and

lower elevation irrigated agricultural lands. Open space zoning has been applied to these areas on the Land Use Map.

ELEMENT I - SECTION F

G. P. GOAL NO. 10

PRESERVE AND PROTECT AGRICULTURAL PRACTICES IN ALPINE COUNTY

OBJECTIVE NO. 10

Establish tax incentives or other means of preservation of Agriculture in Alpine County.

IMPLEMENTATION MEASURE: Implement state enabling legislation, "The Williamson Act," to provide prime agricultural land owners with the option of reduced taxes to preserve agricultural uses through ten-year contracts with the County. The eligible area to be identified in an implementing ordinance should include all areas of 15% or less slope which are designated Open Space (OS) and zoned Agricultural (AG).

ELEMENT I - SECTION F

G. P. GOAL NO. 11

Encourage clustering of development proposed for agricultural lands to minimize loss of productive lands to agriculturally uneconomical parcel sizes.

G. FORESTS

The locations of commercial timber resources are identified in Data Base Section 7.2 and Appendix J. Most known or suspected commercial timber lands are given open space designation on the Land Use Map. They are thereby afforded general protection from incompatible land uses.

In 1976 the State Legislature enacted the Forest Taxation Reform Act to provide tax incentives in an effort to promote forest resource management. Local governments were given the responsibility of putting the Act into effect by placing existing or potential commercial timber land into timber preserve zones (TPZ's). The County's Zoning Ordinance contains provisions for TPZ. In accordance with County Ordinance and State Law, land owners can apply to have forested lands zoned TPZ if the lands meet certain specified requirements. Significant tax savings can be realized by land owners who apply and qualify for TPZ zoning.

Between 1985 and 1989 approximately \$1,490,000 worth of timber was cut in Alpine County. In addition to benefits associated with increased business, the County receives direct benefits from timber production in the form of yield taxes and Forest Receipt Act payments. (See Data Base Section 11.11).

ELEMENT I - SECTION G
G. P. GOAL NO. 12

PROMOTE WISE FOREST MANAGEMENT PRACTICES AND FIRE PROTECTION ON ALL EXISTING OR POTENTIAL COMMERCIAL TIMBER LANDS

POLICY NO. 12

Property owners should be encouraged to apply for timber preserve zoning and be thereby granted an opportunity for property taxation based upon timber yields.

OBJECTIVE NO. 12

Work with the California Department of Forestry toward the adoption and implementation of special timber harvest management practices for east slope timber resources.

IMPLEMENTATION MEASURE: It is a policy of the State Board of Forestry that counties try to improve existing State rules covering timber harvest practices rather than adopt their own. Alpine County is part of the Southern Forest for forest practice purposes as specified in Section 909 of the California Administrative Code. Section 952 et seq. specifies forest practice rules which apply to the entire Southern Forest District. Special rules could be added which address conditions that are unique to the Sierra Nevada east slope including fire danger (refer to Safety Element - Fire).

H. ANIMAL LIFE

Sensitive, Threatened, Rare, or Endangered Species

Sensitive, threatened, rare, and endangered wildlife species found in Alpine County are listed in Data Base Section 5.1. Federal and State Laws prohibit the importation, taking, possession, or sale of any listed rare or endangered Wildlife species. The Federal Bald Eagle Protection Act extends additional protection to bald eagles and golden eagles which are known to inhabit or migrate through the County.

Key to protecting rare or endangered wildlife species is in preserving the habitats in which they exist. All available recorded sightings of rare or endangered species are noted in Data Base Section 5 and Appendix H. Each location is given open space or wilderness designation on the General Plan Land Use Map.

ELEMENT I - SECTION H
G. P. GOAL NO. 13

PROTECT THE CRITICAL HABITAT OF ALL FEDERAL OR STATE LISTED SENSITIVE, THREATENED, RARE, OR ENDANGERED WILDLIFE

POLICY NO. 13

The County should provide the California Department of Fish and Game notice of all development that may encroach upon the critical

habitat of sensitive, threatened, rare or endangered species with reasonable time for the Department to respond with recommendations for project alternatives and mitigation measures.

Deer

Critical and important deer summer and winter ranges are discussed in Data Base Section 5.21 and shown in Appendix H. Deer herds use highlands in Alpine County for summer range and fawning. Wet meadows, shrub communities, and riparian habitat are important aspects of deer summer range. In fall and spring the herds use habitual corridors to move between summer ranges and important winter habitats found at lower elevations. Bitterbrush (*Purshia*), which is found within the sagebrush and pinon/juniper environments of the County's east slope, provides a nutritious winter food source. The Carson River Interstate herd and Walker herd utilize both summer and winter range on the County's eastern slope. The Salt Springs and Railroad Flat herds utilize areas of the west slope for summer range.

Deer populations are important to the County's recreation industry. The California Department of Fish and Game estimated that each year 5000 deer hunters visit Alpine County. Urbanization within critical winter range is responsible for part of the decline of deer populations within the Carson River herd. Reports indicate that populations within the Railroad Flat and Salt Springs herds may have declined somewhat with establishment of the Bear Valley and Kirkwood developments. California Department of Fish and Game recommendations for minimum parcel size and cluster development in critical and important deer habitats have been incorporated into the Land Use Map.

ELEMENT I - SECTION H **G. P. GOAL NO. 14**

PROTECT IMPORTANT DEER HABITATS AND MIGRATION ROUTES TO THE GREATEST EXTENT FEASIBLE

POLICY NO. 14a

The County should provide the California Department of Fish and Game with notice of all development projects located within known or suspected critical summer or winter range or deer migration corridors with reasonable time for the Department to respond with recommendations for project alternatives and mitigation measures.

POLICY NO. 14b

The County should encourage cluster development to protect wildlife habitats and migration routes by placing them in permanent open space in conjunction with approved cluster development.

Fisheries

Two species of trout found in Alpine County, the Lahontan Cutthroat Trout, and the Paiute Cutthroat Trout are included on the Federal List of Threatened Species. Their status and current

extent are presented in Data Base Section 5.4 and Appendix H. The California Department of Fish and Game intends to stock a number of new stream segments in Alpine County with these trout species. Streams which either are presently serving or intended to serve as fisheries for the threatened trout are offered protection by stream environment designation on the General Plan Land Use Map.

ELEMENT I - SECTION H

G. P. GOAL NO. 15

PROTECT AND ENHANCE FISHERIES INCLUDING THE EXISTING AND PROPOSED HABITATS FOR THREATENED PAIUTE AND LAHONTAN CUTTHROAT TROUT

- | | |
|-----------------------|---|
| POLICY NO. 15a | Protect the aquatic habitat along the East Fork of the Carson River to maintain the fishery in the designated Wild Trout Management Area upstream from Wolf Creek. |
| POLICY NO. 15b | Cooperate with the Department of Fish and Game in implementing their East Fork of the Carson River Wild Trout Management Plan. |
| POLICY NO. 15c | The County should acquire easements to and along rivers, streams, and lakes which provide viable fish habitats wherever feasible and appropriate to maintain fishing access. |
| POLICY NO. 15d | Cooperate with other agencies in the development of an overall drainage management plan for the East and West Forks of the Carson River and their tributaries. |
| POLICY NO. 15e | Support acquisition of water rights at Heenan Lake, Red Lake, Caples Lake, Twin Lake, and Meadow Lake Hydro System. Oppose the transfer of water rights or diversion of water within Alpine County that would adversely impact fisheries and recreational uses. |

I. ENERGY

Conservation

Energy costs and supplies are an important nationwide issue. Utility companies utilize fossil fuels to generate most power which is sold to Alpine County citizens.

Much of the fuel used in this County is imported from foreign countries who have organized themselves to control the price and availability of oil exports. Accomplishing energy conservation among existing or potential users is the first logical step in reversing the energy problem.

ELEMENT I - SECTION I

G. P. GOAL NO. 16

ACHIEVE MAXIMUM LEVELS OF ENERGY CONSERVATION THROUGH PROPER CONSTRUCTION, DESIGN, AND PLACEMENT OF ALL NEW DEVELOPMENTS

- POLICY NO. 16a** All new public, private facilities and residences should be designed to meet requirements of Title 24 of the State Energy Code.
- POLICY NO. 16b** In approving development permits the County should set requirements and/or make recommendations wherever possible that would improve energy conservation and save long-term costs.
- POLICY NO. 16c** New residential development which creates significant demand for public facilities and services should be located adjacent to areas where the necessary services and facilities are available; or in locations where such services can easily be extended and where necessary facilities are easily accessed. An exception to this policy shall be allowed for residential development not exceeding one unit per 20 acres gross density that is located within the OS Open Space designation of this plan.

Energy Resources

Energy resources identified in Alpine County include hydro (falling water), solar, geothermal, biomass (forest, agriculture and municipal waste conversion), wood, and wind resources. Alpine County's steep slopes and rushing water provide an opportunity for the development of hydro power resources. Several existing reservoirs on the County's west slope comprise part of hydro electric power generation systems established up and down the west slope rivers. (See Data Base Section 3.24).

Before electricity became a relatively inexpensive commodity, a number of County residents used falling water to generate power for private use. Federal Law currently provides that power which is generated by small private or commercial facilities may be sold back to utility companies at a fair rate. (Public Utilities Regulatory Policies Act) State Policy currently supports small hydro projects where facilities such as dams and canals already exist. Small hydro development also provides possibilities for funding locally owned public facilities and services.

Data Base Section 10.44-b documents that Alpine County contains a solar resource adequate for use by individual residences and establishments despite the County's often cold and cloudy climate. Information presented in Data Base Section 10.44-c suggests that the Corridor Planning Area may be underlain by geothermal resources similar to those being developed in Lassen and other counties for direct heating purposes. Wind resources are identified in Data Base Appendix J.

ELEMENT I - SECTION I
G.P. GOAL NO. 17

DEVELOP ENERGY RESOURCES INCLUDING BUT NOT LIMITED TO SOLAR, WIND, GEOTHERMAL, AND SMALL HYDRO WITHOUT SACRIFICE TO AESTHETICS OR THE EXISTING NATURAL OR SOCIOECONOMIC ENVIRONMENT

- POLICY No. 17a** Small scale hydro electric power generation facilities should be developed where dams, canals, or pipelines exist or are constructed provided any losses of water to present beneficial uses can be determined to be insignificant
- POLICY No. 17b** Existing and proposed special service districts should consider power generation using locally available hydro, wind, or other resources among the services and facilities they would intend to provide.
- POLICY No. 17c** All new lots or parcels intended to contain structures for human occupancy should be designed to allow for and protect maximum utilization of available solar and wind resources.
- POLICY No. 17d** The investigation and development of geothermal resources on Alpine County's eastern slope should be encouraged.
- POLICY No. 17e** Opportunities for generating electricity using wasted heat from future industrial, commercial, or manufacturing processes (co-generation) should be considered where feasible and appropriate.
- POLICY No. 17f** Trans-Sierra utility corridors including power lines, pipelines and other utility transmission facilities that do not provide direct benefits to Alpine County and its residents should not be allowed in Alpine County. In no event shall new overhead transmission and utility lines be permitted. Where the County does not have jurisdiction to prohibit such facilities, they should be discouraged to the greatest degree possible.

J. CULTURE

The term *culture* can mean many things. The term is used here to mean both physical manifestations of human activity and (following present Federal law) areas having special cultural-geographic values. Physical manifestations of human actions are things such as archaeological sites, trail routes, and historical buildings. Cultural-geographic values may not be as easy to define, but as used here, means areas or places which have special meaning to some group(s). Traditional cultural properties (as defined in Federal doctrine), Native American religious locations (as discussed in the American Indian Religious Freedom Act), and burial grounds (Native American and others) are examples of areas having special cultural-geographic values.

Alpine County, California, has a uniquely rich historic and prehistoric heritage. The County lies within the traditional Washoe aboriginal lands: the mountains and valleys of Alpine County have provided subsistence and spiritual sustenance to the Washoe for millennia. Euro-American travel through the County and its later settlement are equally of interest and importance to the people of Alpine County, for the County's identity is closely related to these historic events.

By July 1992, 292 archaeological sites had been located and recorded within Alpine County. Most of the known sites are reportedly located along riparian corridors where the native population was known to be concentrated. Data Base Section 6.1 contains the name and address of the appointed regional officer in charge of official archaeological records. Most archaeological sites in the County are afforded protection under provisions of the General Plan's stream environment land use designation.

Data Base Section 6.2 summarizes the history of early settlement in Alpine County. Historic roads, towns, and mining districts are shown in Appendix I-2. Few historic settlements or structures are standing today. Several historic buildings have been moved from early sites to Markleeville. One of these is the Alpine Hotel which stands as a landmark in the center of town. Official County and State Historical Landmarks are listed in Appendix I-1. Most of the County's historic town sites and trails are provided protection by open space land use designation on the General Plan's Land Use Map.

Prehistoric and historic resources are valuable to the people of Alpine County in many different ways: recreation opportunities, community identity, aesthetic beauty, spiritual importance, and historic interest. Prehistoric, historic, and contemporary cultural resources (e.g., areas of spiritual importance to the Washoe) could be located anywhere within the County. No comprehensive inventory of cultural resource sites within Alpine County exists.

A wide variety of land uses occur within the County, many of which have the potential to harm cultural resources. So, there may always exist the possibility of unwittingly destroying a cultural resource of value to the people of Alpine County because it was undiscovered prior to its destruction. Regulatory oversight of cultural resources is in part provided by Federal laws that apply to Federal permits and Federal Agency actions such as those of the U.S. Forest Service. The California Environmental Quality Act (CEQA) regulates cultural resource effects for some other land use projects within the County. Since it is impractical for the County to create a complete, professional, cultural resource inventory, cooperating and coordinating with Federal agencies, especially the U.S. Forest Service, State agencies, such as the California Division of Forestry, tribal organizations, such as the Washoe tribe, as well as other local groups, such as historical societies, is clearly beneficial to preservation of the County's cultural heritage.

This section of the General Plan is intended to promote preservation and enhancement of cultural resources within Alpine County in two general ways. First, development of guidelines for identification and protection of cultural resources associated with specific land use actions. Second, promotion of proactive cultural resource management by stating the County's commitment to assisting its citizens in applying standards, codes, and incentives to restore, maintain, or conserve cultural resource properties.

ELEMENT I - SECTION J

G. P. GOAL NO. 18

PRESERVE AND PROMOTE THE ARCHAEOLOGY AND HISTORY OF ALPINE COUNTY

- POLICY NO. 18a** The County should cooperate with the Washoe and the MiWok Tribes to develop policies for the identification and protection of significant archeological sites.
- POLICY NO. 18b** The County should provide notice and necessary information to the Regional Officer governing archaeological sites of any development project that may have the potential to affect an archaeological site. The officer should be allowed reasonable time to determine whether the project involves an archaeological site and respond with project alternatives and/or mitigation measures which would lessen or mitigate any identified negative effects.
- POLICY NO. 18c** The proponents or applicants for development projects in areas known or suspected of containing historic artifacts should be required to protect any historic sites and/or artifacts that may be found.
- POLICY NO. 18d** The County should assist the public in locating and obtaining grants for low interest loans for the preservation and enhancement of historic buildings.
- POLICY NO. 18e** The County should promote proactive planning to avoid cultural resource impacts and promote historic preservation through appropriate standards, incentives and easements.

K. AESTHETICS

Alpine County's Scenic Resources can, without dispute, be considered among the most beautiful in the world. Due to this resource, the County has a need and responsibility to consider aesthetics when planning. Because development in the past has been limited, the County has a better opportunity to plan for aesthetics than many other jurisdictions in the State. The County's main industry, recreation and tourism, is tied directly to the County's scenic resources. Protecting those resources is a strong economic incentive.

Existing County Ordinances such as the Underground Utility Ordinance and the Scenic Highways Zoning Ordinance already represent an effort by the County to conserve visual resources. The County's existing Scenic Highways Ordinance regulates land uses adjacent to established scenic highways. The General Plan encourages additional standards to insure protection of scenic highways and extend efforts to prevent or mitigate visual impacts to other areas of the County.

In 1985 a planning agreement was established between Amador, Alpine and El Dorado Counties,

the Federal Highway Administration, Caltrans, and El Dorado National Forest in an effort to maintain and enhance scenic qualities of and safety along Highway 88. In order to preserve and enhance various characteristics, including scenic qualities, Highway 88 has been designated as a Federal Scenic Byway.

Data Base Section 12.2 summarizes the inherent abilities of various plant communities in the County to provide or maintain natural beauty in the landscape. It is found that aquatic, riparian, meadow, and Alpine environments are among the most sensitive to visual impacts. Most visual impacts can be mitigated in riparian, mountain shrub, sage brush and Pinon/Juniper environments. They are most easily mitigated in forest environments.

The East Fork of the Carson River, from Hangman's Bridge crossing of Highway 89 to the Nevada border, was designated as a Scenic River in 1989 by the State of California.

Some of Alpine County's developed areas contain unique and interesting historic structures. In some instances the architectural styles of new developments have conformed with and complimented the rural and historic flavor of the County. The County has implemented the Design Review/Historic Combined Zone to protect and enhance the historic mining period architecture of Markleeville. Other elements of the General Plan point out the importance of improving and maintaining this attribute for the purpose of improving commerce as well as local pride and pleasure.

ELEMENT I - SECTION K

G. P. GOAL NO. 19

MAINTAIN AND IMPROVE EXISTING AESTHETIC RESOURCES IN ALPINE COUNTY

POLICY NO. 19a

Obtain County scenic highway designations for Blue Lakes Road, Hot Springs Road, and other County roads.

IMPLEMENTATION MEASURE: Blue Lakes Road and Hot Springs Road are designated scenic routes on the Land Use Map and application should be made for official State designation. The Planning Commission should review all County roads and make recommendations to the Board of Supervisors regarding other routes that should also be designated. The County's special scenic highway combining zone should be applied to these routes.

POLICY NO. 19b

Protect steep slopes from grading, vegetation removal, road construction or other developments or activities that may impact the viewshed from any scenic route or General Plan designated residential or recreation area.

POLICY NO. 19c

Protect open areas, ridges, peaks and other skyline features from structures that may impact the viewshed from any scenic highway or general plan designated open space, residential or recreational area.

POLICY No. 19d

Developments outside of the treeline in mountain meadow areas and on irrigated or cultivated agricultural lands should be prohibited.

Implementation Measure: Developments outside of the treeline in mountain meadow areas and on irrigated or cultivated agricultural lands should be prohibited.

POLICY No. 19e

Continue to maintain a design review committee to review and make recommendations upon building permits and development plans in the town of Markleeville.

POLICY No. 19f

Covenants, conditions and restrictions (CC&R's) that are approved as mitigation measures to environmental impacts, to protect the aesthetics of areas from development impacts, should require County approval for subsequent revision.

POLICY No. 19g

Protect night time views by minimizing outside exterior lighting. Light sources should not be visible from other properties.

ALPINE COUNTY

General Plan



II. SAFETY ELEMENT

ALPINE COUNTY

General Plan



1967-1970

II. SAFETY ELEMENT

The Safety Element meets State requirements for general plan safety and seismic safety and noise. The Element addresses hazards that are known to have potential for causing injury to people or damage to property in the County. The element addresses issues in the following categories:

- A. Fire
- B. Seismic Ground Movement
- C. Unstable Slopes/Avalanche
- D. Flood
- E. Noise
- F. Hazardous Materials

A. FIRE

The California Department of Forestry (CDF) is responsible for providing wildland fire protection on all State and private timberlands, watersheds and rangelands in Alpine County. The CDF contracts out this responsibility to the United States Forest Service. While, in general, the U.S. Forest Service is adequately prepared to protect developed areas in the instance of wildland fire, Forest Service fire fighters are not equipped, trained, or legally permitted to fight structural fires. The County is served by volunteer fire departments located in population centers for structural fire protection. Appendix Q shows National Fire Danger Rating System wildland fire severity classifications for the County's seven planning areas. Based upon this classification system, many areas of the County that presently contain or are planned to contain residential development have moderate or high wildland fire hazard ratings. CDF also has a fire rating system called the "Fire Hazard Severity Classification System" which considers quantity of flammable vegetation within a critical fire area, weather and slope. This system rates the entire County as "high hazard."

The Insurance Services Office of California has given Alpine County Communities low fire insurance ratings that indicate a high potential for fire occurrence. The ratings are on a scale of 1 to 10 with 10 being the lowest highest fire potential rating possible. The Markleeville area is rated 8, the Bear Valley area is 7 and Kirkwood is 6 for areas within 100 feet of a fire hydrant. The remainder of the County is given a rating of 9. (See Appendix Q-8 of the Data Base).

There have been three major wildfires in Alpine County since 1981. In 1984, the "Indian Creek Fire" burned approximately 6000 acres of forest in Alpine County (17,000 acres total) near Indian Creek on the East Slope. In 1986, a fire burned 2000-3000 acres of wildland plus 2 structures near Fredericksburg and in 1987 the "Acorn Fire" burned 6,000 acres and 26 structures near Woodfords.

A number of difficulties presently hinder the County's volunteer fire departments from providing thoroughly adequate structural fire protection services. Some of these difficulties include broad service areas which cause slow response times, lack of inter-agency coordination, and, in some

cases, inadequate fire fighting equipment. (See Data Base Section 9.2). Some existing communities contain inadequate water supplies, substandard roads, inadequate vegetation clearance, and homes that have been built with flammable materials (Data Base Section 13.1).

State Government Code 1270 provides regulations for fire safe standards which are applicable to CDF "fire responsibility areas." This includes road construction and design standards for fire equipment; standards for signs identifying streets and buildings; minimum private water supply reserves for emergency fire use and requirements for firebreaks and green belts. All residential, commercial, and industrial development within CDF "fire responsibility areas" are required to be constructed in compliance with these regulations.

Efforts the County has made to improve respond to fire hazard problems include adoption of requirements for Class A roofing, 2500 gallon water tanks, and impact fees to pay for fire equipment and structure development. The County has also adopted a street numbering ordinance, water ordinance and road standards which meet CDF regulation requirements.

The County has also adopted a fire implementation plan in an effort to resolve fire suppression problems in Eastern Alpine County. The plan provides a list of tasks which need to be performed in order to improve fire prevention and suppression, and identifies each agency responsible for implementation. The plan is shown in Appendix Q-9 of the Data Base.

ELEMENT II - SECTION A

G. P. GOAL NO. 20

BUILD FIRE SAFETY MEASURES INTO NEW DEVELOPMENT AS A MEANS OF LOWERING FIRE PROTECTION COSTS AND PROTECTING LIFE AND PROPERTY

POLICY NO. 20

Fire protection facilities shall be required with the approval of any development permit where it is found such a development may subject persons or property to fire danger.

OBJECTIVE NO. 20

Require fire safety standards which seek to minimize wildland and structure fire hazards in all future development.

IMPLEMENTATION MEASURES:

A. Require all new development and construction to comply with California Department of Forestry Fire Regulations as specified in State Government code 1270, and/or as modified by the County.

B. Encourage controlled burns and fuel reduction practices in compliance with CDF standards and practices.

B. SEISMIC

The seismic hazards of greatest potential in Alpine County include those associated with surface rupture, ground shaking, or ground failure. Surface rupture involves displacement along fault lines and can result in direct damage to utilities, canals, pavement, foundations, and other improvements. The State Division of Mines and Geology has delineated "Special Study Zones" in Alpine County which encompass traces of active faults, as required by the Alquist-Priolo Special Studies Act of 1972. These zones are shown in Appendices R-8 and R-10. The Alquist-Priolo Special Studies Act requires that a geologic report be prepared for development projects proposed within the "Special Study Zones" and prohibits the location of most structures for human occupancy across the traces of active faults.

Ground shaking associated with seismic activity is the source for more damage to life and property than any other geologic hazard. Earthquakes have been monitored at various locations on the County's eastern slope. The maximum expected earthquake intensity rating for the eastern slope indicates that quakes could occur that would damage foundations, masonry, underground piping, and reservoirs. Seismologists in Nevada feel that earthquake intensity ratings along the entire Sierra Nevada east slope area zones may be low. (See Data Base Section 13.21.) On the County's west slope seismic risk is somewhat less.

Geologic reports done for two developments in the Woodfords area indicated that these developments were in a Zone 4 area and that structural design for Zone 4 per the Uniform Building Code was required. In Alpine County, the most probable ground failures associated with seismic activity would be landslides or liquefaction. Landslides are addressed in the following section. Liquefaction is defined as a process by which water saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain. The greatest possibility for liquefaction in the County occurs where structures may be placed upon inadequate soils or fill material.

ELEMENT II - SECTION B

G. P. GOAL NO. 21

INFORM RESIDENTS OF THE CORRIDOR AREA OF SEISMIC RISKS THAT ARE LOCATED IN THE AREA

POLICY No. 21a

Any parcel map, or subdivision map, subdividing lands near the potentially active faults located along the eastern escarpment of the Sierra Nevada as shown on the Land Use Map shall contain a notation warning that said area may be subject to seismic activity.

POLICY No. 21b

All new development proposed within or adjacent to a "Special Study Zone" as identified on the Official Map prepared by the State Mines and Geology and shown in Appendices R-8 through R-10 in the Alpine County General Plan, shall require a geologic report. Human occupied structures shall not be constructed across traces of active faults as identified in a required geologic report.

C. UNSTABLE SLOPES

The hazards associated with unstable slopes in Alpine County can be divided into two categories - landslides and avalanches. Landslides are defined to include rockslides, mudslides, and any other rapid down slope movement of earth material. Landslide potential can be considered significant where slopes consisting of material with questionable strength or coherence tends to exceed 30 percent. Landslides can be either natural or construction induced and both have been documented in the County. (See Data Base Section 13.22.).

Avalanches can be defined as the rapid down slope movement of snow or ice. Avalanche hazards are endemic to mountain country. A brief history of avalanches in Alpine County is provided in Data Base Section 13.4. The U.S. Forest Service offers that, as a rule of a thumb, all treeless slopes, gullies, and bowls steeper than 30 percent where snow accumulates are possible avalanche areas. For safety sake, the rule must be recognized as a generalization. Like flooding, the likelihood of avalanche occurrence varies by season. Just as State guidelines require the County to address 100 year flood plains in its General Plan, the County should require future developers to study, address, and protect future developments on terrain that may be subject to avalanche occurrence.

Areas in the County containing slopes that generally exceed 30 percent are shown in Appendix S. Slope and soils maps have influenced the location, density, and intensity of areas planned for development shown on the Land Use Map.

ELEMENT II - SECTION C

G.P. GOAL NO. 22

LOCATE AND DESIGN ALL NEW DEVELOPMENT TO PREVENT THREAT DUE TO LANDSLIDE OR AVALANCHE

POLICY NO. 22a

All developments intended for human use or occupation shall address potential hazards by natural or construction related landslides.

POLICY NO. 22b

All developments intended for human use or occupation shall address avalanche hazard assessment where the following conditions occur: treeless or sparsely vegetated slopes, gullies, and bowls steeper than 30 percent; and/or any history or evidence of avalanche occurrence susceptibility.

D. FLOOD

Two types of natural flood occurrence have the potential to inflict injury to persons or damage to property in Alpine County. These are:

1. Flash floods or summer dry-mantle floods. Alpine County has no history of

flash flood occurrence. The U.S. Department of Agriculture has, however, documented flash floods in other areas along the eastern slope of the Sierra Nevada. Flash floods usually result from brief but locally intense convectional (thunder) showers. The downpour can combine with sediment and debris and form a rapidly moving wave that often leaves normal stream channels. (See Data Base Section 13.31.).

2. Wet-Mantel and rain-on-snow or frozen ground floods may occur during winter or spring months. More than 13 of these floods have been historically documented as having affected the Carson River drainage in Alpine County (See Appendix U.).

Based upon flood recurrence interval estimates prepared for the Carson River West Fork, none of the historic flood occurrences appear to have contained flows that could be expected in a 100-year flood incident. Floods reported in 1950, 1955, and 1963 all qualified as 50 year floods. (See Data Base Section 13.1.).

The 1950 flood caused evacuations and "engulfed the road and roared into residences and other buildings in the Woodfords-Markleeville area." The 1955 flood was reported to have created similar impacts. The 1963 flood was reportedly less severe than 1950 or 1955 floods. (See Appendix U of the Data Base).

No flood since 1937 has had the dramatic effects that were reported with flood occurrences up to and including the flood of that year. The 1937 flood which may have been classified as only a 25-year occurrence, swept away bridges and buildings. The reason later floods, including the record-setting 100 year flood of 1997, caused less damage is probably due to improved construction and the location of less development in flood prone areas. Changes to the Carson River West Fork channel constructed by the U.S. Army Corps of Engineers in 1962 may be partly responsible for lessening flood hazards at Woodfords.

The Federal Insurance Administration has prepared flood hazard boundary maps which designate the entire County as Zone D. This means that there are areas within the County where flood hazards are possible, but have not yet been determined. State law requires that general plans "identify areas . . . which are subject to flooding." (Government Code Section 65302-a) The stream environment designation on the Land Use Map disallows developments in possible flood prone areas unless it can be proven that damages from a 100-year flood occurrence would be insignificant.

Dam failures are a third type of flood hazard to areas located downstream from dams and reservoirs. In Alpine County reservoirs with potential to inflict damage to persons or property include Heenan Lake, Indian Creek Reservoir, Bear Lake, Red Lake and Caples Lake. (See data Base Section 13.3) Flood hazard inundation maps and plans have been prepared for Heenan Lake, Bear Lake, and Caples Lake. Dam failure may be a potentially greater risk in east slope areas due to the higher possibility of significant earthquake shaking or ground displacement.

County Ordinance Number 476-88 requires a development permit for all proposed construction and development in the County to include review of flood potential. The ordinance requires certain construction methods and standards be followed to minimize flood damage, or other for proposed projects or structures in flood-prone areas.

ELEMENT II - SECTION D

G. P. GOAL NO. 23

LOCATE AND DESIGN ALL NEW DEVELOPMENT TO PREVENT THREAT FROM FLOOD OCCURRENCE

- POLICY NO. 23a** Subdivision Maps shall identify 100 year flood zones. Uses which include overnight human occupancy, storage or processing of hazardous materials, or encroachments into the flood plain which could adversely affect the velocity, volume or direction of flood flows in a manner which could create threats to public health and safety shall be prohibited in those zones.
- POLICY NO. 23b** No living quarters shall be allowed at ground level and commercial, industrial, and other human activities shall be controlled within areas possibly subject to flood inundation due to possible dam failure.
- POLICY NO. 23c** Dam and irrigation ditch failure hazard assessments and emergency plans shall be prepared before any development which may subject persons or property to hazards associated with dam failure is approved.
- POLICY NO. 23d** Any parcel map, or subdivision map subdividing lands near drainage in Alpine County, shall contain a notation warning that said area is possibly subject to flash flood occurrence.

E. NOISE

State Government Code Section 65302(f) requires that an adequate Noise Element "identify and appraise noise problems in the Community." The Noise Element shall:

Recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

- A. Highways and freeways;
- B. Primary arterials and major local streets;
- C. Passenger and freight on-line railroad operations and ground rapid transit systems;

- D. Commercial, general aviation, heliport, heli stop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;
- E. Local industrial plants, including, but not limited to, railroad classification yards;
- F. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any.

Due to the lack of sizeable industrial operations, the County's small population and topography, existing noise emissions in Alpine County are generally limited to transportation facilities and corridors. Recreation and tourism in the County create higher levels of noise at these facilities and corridors than would otherwise exist. The County airport presently receives very limited use and is located three miles from the nearest developed area. It is therefore not included as a significant noise producing transportation facility.

Noise issues which may be of concern in the future include noise produced by new industry and increased traffic on State highways. The establishment of new industry is listed as one of the General Plans primary goals.

Noise contours have been prepared for Alpine County by Brown-Buntin Associates which show existing and projected (2015) noise levels along County transportation corridors. Contour information is listed in Appendices O-1 through O-2 and the location of these segments is shown in Appendices O-3 through O-12. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to develop the contours.

Short-term traffic noise measurements were taken at various sites in the County (shown in Appendix O-13) and were used in verifying the noise contours developed using the FHWA model. The measurement results are shown in Appendix O-14.

Section 12.1, Noise, in the data base discusses the noise contours and provides a community noise exposure inventory which shows noise levels in the more populated areas in the County.

The State's Guidelines for the Preparation and Content of the Noise Element of the General Plan prepared by the California Department of Health Services, provides suggested criteria for evaluating land use compatibility. This criteria are shown in Appendix 0-15, and should be used in determining compatibility of new proposed projects with existing or planned land uses on surrounding sites.

ELEMENT II - SECTION E

G. P. GOAL NO. 24

REDUCE OR MINIMIZE THE NUMBER OF NUISANCES CREATED BY NOISE AFFECTING CITIZENS OF ALPINE COUNTY

POLICY NO. 24a No development shall be allowed that would subject persons living in existing or planned residential areas to unhealthful noise levels.

POLICY NO. 24b New development of noise-sensitive uses shall not be allowed where the noise level due to non-transportation noise sources will exceed the noise level standards shown in the chart below, as measured immediately within the property line of the new development, unless effective noise mitigation measures have been incorporated into the development design to achieve the standards specified.

Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards as measured immediately at the property line of lands designated for noise-sensitive uses. Noise sensitive uses include hospitals, clinics, schools, libraries or residences. This policy shall not apply to noise sources associated with agricultural operations on lands zoned for agricultural uses, residential units established in conjunction with industrial or commercial uses or snow-making in ski resort areas.

**NOISE LEVEL PERFORMANCE STANDARDS FOR NOISE SENSITIVE
USES AFFECTED BY NON-TRANSPORTATION PROJECTS**

Noise Level Descriptor	Daytime (7 a.m to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly Leq,	50	45
Maximum level, dB	70	65

POLICY NO. 24c

The Planning Commission may allow noise level standards to be exceeded for temporary activities.

POLICY NO. 24d

New development of noise-sensitive land uses will not be permitted in areas exposed to existing or projected levels of noise from transportation noise sources which exceed the levels specified in the following chart, unless the project design includes effective mitigation measures to reduce noise in outdoor activity areas and interior spaces to the levels specified.

**MAXIMUM ALLOWABLE NOISE EXPOSURE
TRANSPORTATION NOISE SOURCES**

Land Use	Outdoor Activity Areas ¹ L_{dn} / CNEL, dB	Interior Spaces	
		L_{dn} / CNEL, dB	L_{eq} , dB ²
Residential	60 ³	45	--
Transient Lodging	60 ³	45	--
Hospitals, Nursing Homes	60 ³	45	--
Theaters, Auditoriums, Music Halls	---	--	35
Churches, Meeting Halls	60 ³	--	40
Office Buildings	60 ³	--	45
Schools, Libraries, Museums	---	--	45
Playgrounds, Neighborhood Parks	70	--	--

¹ Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

² As determined for a typical worst-case hour during periods of use.

³ Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn} / CNEL or less using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dB L_{dn} / CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed the levels specified as follows, at outdoor activity areas or interior spaces of existing noise-sensitive land uses.

F. HAZARDOUS MATERIALS

There are no large generators of hazardous waste in the County and no producers of hazardous materials. The majority of waste generated in the County is from households, small businesses, ski areas, and Caltrans, U.S. Forest Service and County vehicle maintenance stations.

The Alpine County Hazardous Waste Management Plan adopted in 1988 identified four potential sites in the County for hazardous waste storage and transfer facilities, 1) the Mud Lake Road Area, 2) The County Maintenance Yard, 3) The County Airport, and 4) Harvey Reservoir and nearby private lands. Leviathan Mine, a State Substance Cleanup Bond Site, is the only known contaminated site in the County.

ELEMENT II - SECTION F

G. P. GOAL NO. 25

PROTECT CITIZENS AND PROPERTY FROM DAMAGE BY HAZARDOUS MATERIALS INCLUDING BUT NOT LIMITED TO HARMFUL CHEMICALS, RADIATION LEVELS, GASES, EXPLOSIVES AND HAZARDOUS WASTE

POLICY NO. 25a

Ensure that hazardous waste materials used in business and industry are properly handled and that information on their handling and use is available to fire and police protection agencies.

IMPLEMENTATION MEASURE: Continue to enforce hazardous materials provisions in the County Zoning Code.

POLICY NO. 25b

Ensure that hazardous waste generated in the County is properly planned for, handled, treated and disposed of.

IMPLEMENTATION MEASURE: Enact provisions of the implementation plan provided in the Alpine County Hazardous Waste Management Plan.

IMPLEMENTATION MEASURE: Comply with the California Integrated Waste Management Act which directs counties to prepare an Integrated Waste Management Plan consisting of the following elements:

- A. Source Reduction & Recycling
- B. Household Hazardous Waste
- C. Nondisposal Facility
- D. Siting
- E. Summary Plan

Policy No. 25c

Ensure that Alpine County does not become a corridor for transporting hazardous materials, including nuclear waste.

IMPLEMENTATION MEASURE: The Alpine County Board of Supervisors should consider adopting a resolution to establish a hazardous material and nuclear waste transport free County.

ALPINE COUNTY

General Plan



THE BOARD OF SUPERVISORS

THE UNIVERSITY OF CHICAGO

DEPARTMENT OF CHEMISTRY

PH.D. THESIS

BY

DR. [Name]

CHICAGO, ILL.

19[Year]

THE UNIVERSITY OF CHICAGO

DEPARTMENT OF CHEMISTRY

PH.D. THESIS

BY

DR. [Name]

ALPINE COUNTY

General Plan



III. LAND USE ELEMENT

ALPINE COUNTY

General Plan



THE COUNTY OF ALPINE

III. LAND USE ELEMENT

Introduction

In addition to State mandated requisites, the Land Use Element has been prepared to respond to local needs identified through the data collection and public review process. The element identifies a "balanced" plan that shows where and how it the County can grow and prosper, but still conserve its varied resources and amenities. The Development Element contains four sections:

- A. Land Use Map Designations
- B. Public Services and Facilities
- C. Public Finance
- D. Planning

A. LAND USE MAP DESIGNATIONS

This Land Use Element serves as the map key or legend describing land use designations or symbols which are reflected on the Land Use Map. State Law requires that General Plans contain Land Use Elements which "designate the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private uses of the land." The law also requires that land use elements contain "a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan" (Government Code Section 65302-a).

Land Use Pattern

The general pattern of existing and projected land use in Alpine County is primarily a product of topography, minimal development pressure and citizen appreciation for the predominant pristine forest and mountain meadow environment. These factors have naturally concentrated development in the two ski-resort communities of Kirkwood and Bear Valley with small settlements of Markleeville and Woodfords on the East Slope, leaving most of the County designated as Open Space (OS) or Wilderness (W). Limited areas of large-lot subdivisions where private land exists on foothills that are unsuitable for agricultural, but can support septic systems and wells provide additional residential opportunities. This pattern which emphasizes development concentration provides an ideal mechanism for maximum preservation of the natural environment and to accomplish many of the other goals of the Alpine County General Plan. The General Plan Land Use Map on page 64a illustrates this pattern and more detailed land use designations are mapped on 7.5 minute series USGS topographic maps which depict the following land use descriptions:

Wilderness (W)

Description: The Wilderness land use designation applies only to the existing Mokelumne and Carson/Iceberg Wilderness Areas. Conforming uses shall be those uses permitted under Federal Law. Examples of uses that are permitted are: the public purposes of recreational, scenic, scientific, educational, conservation, and historical use, and insect and fire management. Uses prohibited include motorized travel, timber harvest, new mining claims, and road and building construction (except those needed for administration such as patrol cabins or previously permitted livestock grazing in the Wolf Creek Drainage - see Data Base Section 7.12). Population densities and building intensities shall also conform to the act.

Map Location: Mokelumne and Carson/Iceberg Wilderness Areas encompass much of the south and eastern portion of the county.

Stream Environment (SE)

Description: The Stream Environment overlay designation is established as a means of implementing goals, policies, and objectives found within the Plan's Earth, Animal life, Culture, and Flood Hazard sections. State Law presently requires that a general plan "identify areas covered by the plan which are subject to flooding . . ." (Government Code Section 65302.a). In the absence of detailed flood plain maps, the stream environment designation is intended to fulfill this requirement.

All year-round and seasonal streams in the County are indicated on the U.S. Geological Survey Base Map that was used in preparation of the General Plan's Land Use Map. A Stream Environment designation is hereby established for areas meeting certain criteria (Data Base, Appendices J-11.0 - 11.4).

Density and Intensity: No residential, commercial, industrial, or institutional structure or facility should be allowed in a Stream Environment designated area unless variance special study provisions are satisfied. In such instances density and intensity shall be those for which the stream environment designation has been combined.

Map Location: All year-round and seasonal streams are designated SE.

Open Space (OS)

Description: The Open Space land use designation is intended to protect and promote wise use of the County's natural resources. State Law specifically requires inclusion of an open space plan or element in general plans. (Government Code Section 65302-e). The statutory requirements for open space elements have been summarized in Data Base Section 7.11.

Types of land uses allowed on (OS) designated lands should be limited to uses that would be integrally related to the wise use and protection of natural resources including, but not limited to,

the protection or development of mineral resources, the growing or harvesting of forest products, ranch or farm type agricultural production, protection of important wildlife and aquatic habitats, preservation of significant view corridors and dispersed recreation such as hunting, fishing, hiking, cross-country skiing, and camping.

The following types of uses should be allowed in (OS) designated areas only after a use permit or other special County approval is granted:

- Mineral processing operations or mills that process more than 50 tons of ore per day. All surface mining operations are subject to approval of a surface mining permit
- Lumber mills or plants capable of processing 5,000 board feet per day.
- Facilities intended to serve dispersed recreational activities such as camp grounds and trail heads and cross-country ski touring huts.
- Small commercial recreational facilities which presently exist in Open Space (OS) designated areas such as pack stations or snowmobiling should be allowed to continue. Expansions of these facilities or the establishment of new commercial recreational operations should require County approval. Large recreational facilities which may draw significant numbers of persons should be allowed only in RS or PD designated areas.
- Relatively intensive uses integrally related to ranch or farm type agricultural production such as slaughter houses, processing plants, and packaging plants.
- Erection, construction, alteration, or maintenance of gas, electric, water, sewage treatment or disposal, communication, or transportation facilities.
- Cemeteries.
- Reservoirs for irrigation or small scale hydro power generation (less the 100 kilowatts).
- Wind power generation facilities if consistent with Resource Policy II K-1.3.

Density and Intensity: Maximum density shall be one single family residence per twenty (20) acres, except that all legally created parcels in existence prior to December 21, 1982, in (OS) designated areas shall be allowed to contain one single family residence. Within the OS designation, two types of residential subdivision are recognized: standard and conservation. In a standard subdivision, all lots shall be a minimum of 20 acres. In a conservation subdivision, residential lot sizes may be reduced provided that the overall density of development does not exceed one residential unit per 20 acres of land included in the conservation plan with the exception that additional bonus density as provided in this section may be allowed. Lands not included in the residential lots shall be retained as open space. All lands included within the conservation plan must comprise a logical planning unit capable of being planned and developed in a cohesive and coordinated manner and must meet at least one of the following criteria:

- All lands are contiguous (contiguous is defined as having at least one point in common). Property may be considered contiguous even if separated by

roads, streets, utility easements, railroad rights-of way or other similar corridors.

- All lands are included within a County approved Master Plan or Specific Plan.

The minimum parcel size for a residential lot within a conservation subdivision shall be the smallest parcel that can be approved based upon existing County Ordinances; General Plan Goals, Objectives, and Policies and all other applicable laws. The residential lots in a conservation subdivision shall be designed and located in a manner that provides for efficient delivery of necessary services, utilities and infrastructure. The open space within the conservation subdivision shall provide for significant conservation of one or more of the following characteristics:

- **Agricultural Production:** Lands that are either in agricultural production or capable of sustaining agricultural production, including irrigated meadows, open range lands and timber production areas.
- **Cultural/Historic Value:** Lands which contribute significantly to Alpine County's history and culture including sites or areas significant to the County's Native American history and culture, other historic sites and significant archeological sites.
- **Scenic Value:** Lands with high aesthetic appeal which are generally visible and valued by residents and visitors to Alpine County and, through preservation, will maintain the rural mountain appearance of the County. Examples include, but are not limited to, scenic highway corridors, open meadows and range lands, significant ridge lines and mountain backdrop areas.
- **Environmentally Sensitive Areas:** Lands containing unique and/or sensitive ecological values including, but not limited to, significant wetland areas, riparian areas, alpine areas, rare flora, and important wildlife habitats.
- **Unique Areas:** Lands possessing unique characteristics such as unusual geology or topographic features.
- **Recreational Value:** Lands with significant public recreational value, particularly for non motorized or passive uses such as hiking, fishing, hunting, wildlife viewing, etc. Recreation lands may also be lands that provide public access to public lands. Lands in this category shall include easements or other mechanisms which allow for public use.

To accomplish conservation of one or more of these characteristics, the residential lots may be clustered together in one or more groups, or dispersed in appropriate locations on the property. A combination of clustered and dispersed lots may also be considered. Care must be taken to insure that a dispersed lot pattern does not conflict with the goal of efficient delivery of necessary services, utilities and infrastructure. Use of the open space within a conservation subdivision must

be restricted to those uses which will not adversely affect the characteristics being preserved. It is the intent of the Board of Supervisors that landowners have the option to use the conservation subdivision as an alternative to the more traditional pattern of 20-acre lots. Accordingly, the County shall not dictate the category of open space dedication that is required for a conservation subdivision.

Density Bonus: A 25 percent density bonus may be awarded to a conservation subdivision containing at least 80 acres of land provided all of the following are satisfied:

- A minimum of 75 percent of the land within the subdivision is designated and protected as permanent open space.
- The County determines that the open space has significant public value.
- Where the proposed open space contains lands in active agricultural operations, or lands capable of supporting agricultural production, water rights sufficient to sustain agricultural production are retained on the property and dedicated for continued agricultural use.

Map Location: OS is the predominant General Plan designation.

Planned Development (PD)

Description: The Planned Development designation is applied to areas where relatively intensive developments for human use would be desirable provided they are carefully planned and closely supervised to insure conformance with the Goals, Objectives, and Policies of the General Plan and applicable laws. The (PD) designation is intended to serve in conjunction with the County's (PD) zoning regulations. Development within (PD) areas should be preceded by the complete review and approval or application which fully discloses the nature and extent of the planned development. (Specific Plan as per State Code Section 65454).

Types of uses that would be appropriate include any residential, commercial, institutional, and recreational use or combination of uses arranged and/or designed to result in an integrated and organized development deemed acceptable by the County. Public facilities needed to serve a planned development including police and fire protection facilities, school sites, health and social service facilities, power and communication facilities, transportation facilities, solid waste collection facilities, and public sewer and water facilities may be appropriate or necessary accessories dependent upon the size and location of the planned development. In general, uses listed within the open space designation are also appropriate.

Density: Gross densities shall not exceed 2.5 dwelling units per acre. Lower densities may be enforced at the discretion of the Planning Commission or Board of Supervisors depending upon factors such as timing, parcel size, and environmental constraints.

Intensity: Minimum overall parcel size for a planned development should be 5 acres. The concentration of development into multi-family units or building clusters is encouraged especially where aesthetics, resource conservation, natural hazards or other concerns exist.

Map Location: Planned development locations include Kirkwood, Caples Lake, Bear Valley, Lake Alpine, Sorensens Resort, East Fork Resort and Sierra Pines. A brief description of each of these areas is included below.

- Kirkwood: A large scale year round destination resort and residential community governed by the County approved Kirkwood Master Plan or Specific Plan as may be amended. Primary uses include winter and summer recreation facilities including downhill and cross country skiing, residential and commercial development and open space. Future uses are determined by the approved Master Plan or Specific Plan.
- Bear Valley: A large scale year round destination resort and residential community governed by the County approved Bear Valley Master Plan. Primary uses include residential and commercial development and open space. Future uses are determined by the approved Master Plan.
- Lake Alpine: A small scale year round destination resort including limited commercial uses and lodging accommodations. Uses are currently governed by the AG-CR zoning designation. Future uses could include limited expansion of commercial and lodging facilities consistent with maintaining a small scale resort.
- Caples Lake: A small scale year round destination resort including limited commercial uses and lodging accommodations. Uses are currently governed by the AG-SH and AG-CR-SH zoning designations. Future uses could include limited expansion of the commercial and lodging facilities consistent with maintaining a small scale resort.
- Sorensens Resort: A small scale year round destination resort and residential community including limited commercial uses, lodging accommodations and single family residences. Uses are currently governed by the PD zoning development plan and the AG-SH and RN zoning designations. Future uses are determined by the approved PD zoning development plan and RN zoning designation consistent with maintaining a small scale resort and residential community.
- East Fork Resort: A small scale resort and residential community including limited commercial uses, lodging accommodations, mobile home/recreational vehicle park and small campground. Uses are currently governed by the RE-5-CR-SH zoning designations. Future uses could include limited expansion of the mobile home/recreational vehicle park and single family residential development consistent with maintaining a small scale resort and residential community.

- Sierra Pines: A small scale mobile home/recreational vehicle park and neighborhood commercial development. Uses are currently governed by the NC and NR zoning designations. Future uses could include limited expansion of the existing uses and development of a small campground consistent with maintaining a small scale residential and neighborhood commercial community.

Residential High (RH)

Description: The Residential High Density designation is intended for town sites and subdivisions where public sewage collection and disposal facilities and community water systems are or will be available. Careful discretion should be exercised by the County in allowing achievement of the densities suggested before adequate market demand, community support, and public services or facilities are present.

Density: Maximum densities shall not exceed 15 dwelling units per acre. Dwellings may be constructed as multi-family units, zero lot line units, townhouses, or building clusters in which case the balance necessary to meet density requirements should be reserved for town commons or dedicated public parks or recreational facilities.

Intensity: Minimum parcel size shall be the smallest parcel that can be permitted based upon existing County Ordinances; General Plan, Goals, Objectives, Policies and all other applicable laws.

Map Location: Two RH areas are designated in the established settlements of Markleeville and Woodfords where sewer and water systems are most likely to be developed or expanded.

Residential Medium (RM)

Description: The Residential Medium Density designation is intended for town sites or suburban type residential areas. A major purpose of the designation is to protect the single family residential neighborhood environment. Commonly, public water service should be present and sewage collection and disposal facilities should be either provided or available to (RM) designated areas. Home occupations and certain institutional uses or public facilities should be allowed providing they do not create public nuisance or hazard and they do not seriously detract from single family residential neighborhoods.

Density: Maximum density shall be 4 single family dwellings per acre. Lower density limits may be upheld by the County given site specific conditions such as topography and sewage disposal capacity.

Intensity: Minimum parcel size shall be the smallest parcel that can be permitted based upon existing County Ordinances, General Plan, Goals, Objectives, and Policies and all other applicable laws.

When a developer intends to create parcels that would be smaller than those implied by the density requirements (10,890 square feet), the developer must set aside the balance of lands needed to meet density requirements as open space or common area.

Map Location: RM areas are limited to the existing settlements of Markleeville and Woodfords where services are appropriate and the Washoe Indian settlement in Dutch Valley.

Residential Low (RL)

Description: The residential low density designation is intended for rural subdivisions where public sewer systems are generally not available or planned. However, public water service should be provided.

County Officials should encourage thoughtful design of developments within the designation taking into consideration such concerns as local topography and scenic features as well as hazards and resource protection and utilization. Care should be taken in locating neighborhood commercial enterprises, schools, parks, or other public and quasi-public facilities all of which may be acceptable provided the other appropriate land use symbols are present (NC. & INS.). Home occupations and cottage industries should be permitted providing they do not create public nuisance or hazard.

Density: Maximum density shall be one (1) single family dwelling per acre. Lower density limits may be upheld by the County given site specific conditions such as topography, water availability and sewage disposal capacity.

Intensity: Minimum parcel size shall be the smallest parcel that can be permitted based upon existing County Ordinances, General Plan, Goals, Objectives, and Policies and all other applicable laws.

In instances where a developer intends to create parcels that would be smaller than those implied by the density requirement (one acre), the developer must set aside the balance of lands needed to meet density requirements as open space or common area. The County may allow variable parcel size as long as larger parcels created are not further subdivided or developed.

Map Location: RL designations are limited to the existing settlements of Markleeville and Woodfords and along Fredericksburg Road between Fredericksburg and Paynesville.

Residential Rural (RR)

Description: The Residential Rural designation is intended for rural estate or mini-ranch type developments where neither public sewer nor water facilities are available or planned. As in areas designated for residential low density development, residential rural areas should be located within a reasonable distance of existing public facilities and commerce. Plans for all residential

developments should take into consideration features of the local environment such as topography, aesthetics, hazards and natural resources. The (RR) designation may provide for limited agricultural activities as well as home occupations or cottage industries providing they do not cause public nuisance or hazard.

Density: Maximum density shall be one (1) single family dwelling unit per five (5) acres. Lower density limits may be required given site specific conditions.

Intensity: Minimum parcel size shall be the smallest parcel that can be permitted based upon existing County Ordinances, General Plan, Goals, Objectives, and Policies and all other applicable laws. In instances where a developer intends to create parcels that would be smaller than those implied by the density requirements specified above (five acres), the developer must set aside the balance of lands needed to meet density requirements as open space or common area. The County may allow variable parcel sizes so long as larger parcels are not further subdivided or developed.

Map Location: RR map designations are limited to the outskirts of Woodfords and in the development corridor on either side of Highway 88 between Woodfords and Nevada.

Neighborhood Commercial (NC)

Description: The Neighborhood Commercial (NC) land use designation is intended to indicate locations where grocery stores, convenience stores, delicatessens or similar "street corner" type commercial services, churches and fraternal organization meeting halls involving less than 2500 square feet would be most appropriate. More intensive types of commercial activities should be limited to other appropriately designated areas.

Density & Intensity: Population densities and building intensities shall be those indicated for the land use designation with which the Neighborhood Commercial symbol (NC) is combined. The County may allow smaller parcel sizes with the approval of detailed plans or permit applications for Neighborhood Commercial developments. Such plans or permits must be deemed acceptable and in conformance with the General Plan and all other applicable laws.

In no such instance shall parcel size be less than 8000 square feet. For larger parcel sizes, water and sewer may be required for Neighborhood Commercial developments in order to protect public safety and/or water quality.

Map Location: NC designations are located on Washoe Tribe land north of Woodfords on Highway 88 to recognize the intended use designated in the Washoe Tribe Comprehensive Land Use Plan (1994).

Commercial (C)

Description: The commercial designation indicates areas in the County where a broad range of commercial activities would be desired. Types of uses being considered as commercial for the purposes of this designation include grocery stores, hardware stores, garages, restaurants, hotels, professional offices, light industrial operations, small department stores, banks, furniture stores and similar developments or activities that would normally be considered "downtown" commercial activities. Types of activities considered "light industry" for the purpose of this designation include cabinet shops, bakeries, print shops, upholsterers or other similar small operations involving manufacturing, processing, storage or shipping and that generate minimal nuisances or environmental impact. The County Zoning Ordinance requires use permit approval for the more intensive commercial and light industrial use, such as fast food establishments, laundromats, bars, and night clubs, welding and sheet metal shops, and upholstering shops, where environmental impacts may need to be more closely controlled.

A certain number of public services and facilities should exist or be developed in order to promote and serve commercial activities in areas with commercial designation. For instance, police and fire protection should be readily available. Sewer, water and parking may be necessary. Commercial areas should be in established areas near well traveled routes (collectors and arterials) yet not spread out along such routes creating strip commercial development.

The standards necessary for commercial (C) activities are similar to those needed to serve residential high density (RH) designated areas. Downtown commercial activities should not be allowed within exclusively residential neighborhoods, however residences should be allowed to mix within concentrated commercial or business districts, with a special use permit.

Density & Intensity: Densities and intensities shall be the same as those allowed for the land use designation with which the C symbol has been combined.

Map Location: Three areas are designated C; Markleeville, Woodfords and the County Airport site.

Industrial (IND)

Description: The industrial designation is used to locate areas for development of industries such as manufacturing and warehousing that might create objectionable conditions for adjacent uses.

Map Location: The only IND designation is at the county Airport site which is isolated from other uses and general view from scenic highways.

Institutional (INS)

Description: The institutional designation is applied to areas where public, quasi-public, or public

utility developments would be appropriate.

Examples of such institutional developments include schools, clinics, parks and playgrounds, public buildings, corporation yards, water and sewer collection and treatment facilities, and power sub-stations.

As in other designations, careful discretion is required in allowing the location of such uses within residential high, medium, and low-density areas. Appropriate standards would include many of those listed for commercial or industrial designations.

Density & Intensity: Population densities and building intensities shall not exceed those that are indicated for the land use designation with which the institutional symbol (INS) is combined unless or until plans for institutional development are approved by the County. In such instances, densities and intensities should not exceed those specified in the residential high density (RH) designation.

Map Location: INS General Plan Map designations are located in Markleeville, Woodfords and midway between the two settlements at Turtle Rock Park which is the location of a community center and campground. Additionally, a church/school site is designated INS at Paynesville as is the County Airport.

Recreational Sites (RS)

Description: Dispersed recreational activities are encouraged in open space designated areas. Concentrated small commercial recreational facilities may be allowed in (OS) areas if County approval is obtained. The (RS) designation is intended to identify areas which presently contain or may in the future contain larger recreational facilities, such as ski resorts, private parks and campgrounds, etc. which may draw to the County significant numbers of persons. Such (RS) developments in the future would require County approval of complete plans for development as well as General Plan Land Use Map revision. Consistent zoning may be (PD), however, densities should not exceed those specified below.

Density & Intensity: Population densities and building intensities shall not exceed those specified for Open (OS) Land Use designation; i.e., one residential unit per 20 acres overall density.

Map Location: RS designations are located adjacent to the two resort areas; Bear Valley and Kirkwood.

Solid Waste Disposal Areas (WD)

The (WD) symbol indicates areas of the County where solid waste disposal facilities would be most appropriate. The General Plan recommends that waste disposal or storage in the County be controlled by permit.

Liquid Waste

In Bear Valley and Diamond Valley, treated effluent is applied to large areas of land. This practice benefits agricultural purposes and is considered allowable in Open Space designated areas.

Hazardous Waste Facility (HWF)

The HWF symbol is given to 5 specific sites in the County which were identified in the Alpine County Hazardous Waste Management Plan as possibly suitable for a hazardous waste facility. The five sites include (1) Harvey Place Reservoir; (2) the Alpine County Airport; (3) the Alpine County Maintenance Yard; (4) the Leviathan Mine site; and (5) the Mud Lake Road area (which is also designated as an WD area). The County Maintenance Yard, considered possibly suitable only for small transfer and storage facilities. The Leviathan Mine site is designated HWF to allow for on site treatment of any remaining waste on-site and to prevent the transportation of existing on-site hazardous waste along dangerous routes and through residential areas. The Mud Lake Road area has been deleted from further consideration as a location for hazardous waste management facilities due to its proximity to the Washoe Community.

Scenic Highways (SH)

All State Highways in Alpine County are designated scenic highways. State Law allows County governments to designate County roads as scenic routes. (See Natural Resources and Conservation Element Goals and Objectives).

B. PUBLIC SERVICES AND FACILITIES

The County's population growth in each of the geographical areas of Alpine County during the 1980's was relatively slow and stable, and related to a similar growth in recreation and tourism related industries. Land development projects and construction permit activity indicate that the population growth rate may increase over the next 10 years due to demographic changes of age and household size.

Population increases will directly increase demands for public services and facilities including police and fire protection, health and social services, roads and highways, schools and other public buildings and grounds, solid waste disposal, sewage disposal, water systems, and other utilities. The current level of public service provided by each sector is identified in Data Base Section 9 and 10. A brief analysis of service adequacy and current or predicted needs are provided in the text that follows. Short and long-term needs are addressed as required by State Law.

Estimates for public service needs are based on County wide and regional population projections provided in the Housing Element and Data Base section 7.5. The short-term planning period is

generally considered to be five years (through 2002.) County population is expected to remain constant in most County Planning Areas, but increase significantly in the Kirkwood area through this period. The County's current growth rate is 0%, with a census decrease over the past five years to 1,113 in 1990. Regional distribution is expected to remain consistent with present rates and patterns of dispersal except for Kirkwood which is projected to begin a steady growth phase resulting from its recent corporate reorganization.

Police Protection

The existing staff and facilities of the Alpine County Sheriff's Department are considered adequate to serve County needs during the short-term planning period, although the provision of a resident deputy at Kirkwood is a goal within the planning period. Over the long-term, department needs could include jail facilities, and investigation branch, animal control personnel, or other expansions depending upon the type and intensity of growth.

Fire Protection

In the short-term, mobile water source equipment for the eastern slope area and a continuing rotation and replacement of fire equipment County wide, is a primary requirement for fire protection in Alpine County. As build out continues in the Kirkwood development, a firehouse-public facility is needed and is in the planning stage, along with increased bay capacity at the Bear Valley Firehouse and/or an over snow equipment facility located in the subdivision itself.

Over the long-term, community water service improvements are foreseen for Markleeville, (Markleeville Mutual Water Company) and Bear Valley (Bear Valley Water Company) as well as smaller systems throughout the County. The use of mobile water source equipment is an alternative source of water for fire protection.

Public Health

The existing health facility at Markleeville is considered adequate for the short-term planning period and able to handle increases in the level of services predicted during that time. Long term plans may include a Human Services complex. Facility improvement in Bear Valley and Kirkwood would most likely be integrated into a firehouse expansion. Increased Environmental Specialist time is anticipated.

Public Library System

Countywide library circulations are projected to increase along the present lines, in response to population increases, demographic changes and diversification of library resources and programs.

Social Services

Social services programs will continue to increase steadily along with population increases and demographic changes, and with proactive identification of needs and problems.

Roads and Highways

County roads and State Highway needs are addressed in the Circulation Element.

Schools

Based on population projections and past growth trends, it is anticipated that the Diamond Valley Elementary School located in Woodfords will not reach capacity during the short-term planning period. The establishment of a permanent elementary school at Kirkwood is anticipated when 20 or 30 elementary grade students reside in the development. Based on the approved Kirkwood Master Plan, this number of students could be expected in Kirkwood during the short-term planning period. Bear Valley Elementary School enrollment, which is currently 33, is not expected to reach its capacity of over 80 students during the short-term period. Current arrangements by which Alpine County High School students attend school at Douglas High School in Nevada and Bret Harte High School in Calaveras County will probably continue through the short-term planning period.

The 1969 Alpine County General Plan identified Woodfords as the best centrally located area for a high school in Alpine County. As population increases over the long-term, the need for a high school in the County can be expected. The economic break-even point for establishment of a high school is estimated to be at least 100 students. Bret Harte High School is expected to accommodate the increased enrollment incurred by build-out of the Bear Valley development.

Public Buildings

In the short term, County buildings and grounds projects that are needed include an addition to the Bear Valley Firehouse, construction of a Firehouse/Public Facility at Kirkwood and a Social Services building. In the long-term, a comprehensive analysis of County long-term facility and infrastructure needs is necessary to establish a Capital Improvement Program.

Solid Waste

The three distinctly separate geographic areas of the County - Kirkwood, Bear Valley, and the east slope, each presently utilize separate solid waste disposal services. Kirkwood and Bear Valley

utilize landfills in Amador and Calaveras Counties, respectively. Markleeville, Woodfords and other east slope communities utilize the Douglas County Disposal service. Use of the Amador, Douglas and Calaveras dump sites is expected to continue. The regulatory and financial requirements of operating a landfill site in Alpine County are prohibitive.

Sewage Disposal

The four wastewater collection and treatment systems found in Alpine County include:

1. The Markleeville Public Utility District serving Markleeville;
2. The Washoe Tribe's system serving the Woodfords Indian Colony in Dutch Valley;
3. The Kirkwood Public Utility District serving the Kirkwood development;
4. The Bear Valley Water District system serving much of the Bear Valley Planning area.

The Markleeville Public Utility District system presently operates at half capacity. The system's excess capacity creates economic difficulties for the entity. Should water quality become degraded by present or added use of individual septic systems in the surrounding area, annexation and hookups to the Markleeville Public Utility District system could be required. Capacity could thus be attained sooner than expected and an expansion of the facility could become necessary.

The Kirkwood Public Utility District system has been expanded to accommodate planned development during the short term planning period. Long term planning includes increased capacity.

The Bear Valley Water District facilities are expected to meet anticipated needs during the short-term planning period. During the long-term future, development of the Bear Valley Ski resort complex could require annexations and expansions of the system.

Water Systems

Of five water systems being operated on Alpine County's eastern slope, only the Markleeville Mutual Water Company is on record as having problems in meeting current or projected needs. Lack of adequate year-round water supplies have lead the company to require that new developments in the Markleeville area provide wells, increased storage, and hookups. However, increased Federal and State Water Quality standards will likely place most small systems in the County in jeopardy of non-attainment of both standards and increased capacity demands. In the future, new development may be required to provide water source and infrastructure improvements to meet the increased demands it generates. (Fire protection needs addressed in the Hazards Element are not included.)

On the west slope, Kirkwood anticipates future water needs for snowmaking capability and,

potentially, for domestic use in both the Kirkwood planned development community and in the surrounding areas of Caples Lake. Short-term capacity increases of larger storage tanks and new wells are planned. Alpine County has applied for water appropriations for Caples Lake to meet future economic, domestic and recreational development needs in this regional area. In the Bear Valley Planning area, the Lake Alpine Water Company system will require expansion for each phase of planned build-out at Bear Valley. Water demand at build-out of the Bear Valley subdivision is expected to be 300 to 400 acre feet per year. Engineering estimates indicate that the needs may be filled by surface and groundwater resources available at the development, however, the water system that presently served the old Bear Valley subdivision may need expansion to serve existing lots that remain undeveloped to serve expansions planned at Bear Valley Ski Company. Water from Lake Alpine or other area resources should be pursued, according to historical understandings, to meet these needs.

Power & Telephone

Power and Communications facilities and services are addressed in the Circulation Element.

ELEMENT III - SECTION B **G. P. GOAL NO. 26**

PROVIDE A LEVEL OF PUBLIC SERVICE ADEQUATE TO INSURE THE HEALTH, SAFETY, AND WELFARE OF ALPINE COUNTY CITIZENS AND PROMOTE ECONOMIC DEVELOPMENT

- | | |
|--------------------------|---|
| POLICY NO. 26a | Provide additional safety, community services, security personnel and facilities as dictated by growth and development. |
| OBJECTIVE NO. 26a | Develop and maintain a short and long term capital improvement program. |
| OBJECTIVE NO. 26b | Establish a Capital Improvement Fund and budget annually to place monies in the fund. |

IMPLEMENTATION MEASURE: A Capital Improvement Program should list buildings, grounds and other public works projects to be constructed in the County. To date only fire protection needs have an adopted plan.

Special Districts should annually submit their own capital improvement programs to the County. All capital improvements should be reviewed for conformance with the General Plan.

- | | |
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| POLICY NO. 26b | All new commercial or residential units utilizing community sewer or water systems should be required to contain low or restrictive flow water fixtures or devices wherever possible. |
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OBJECTIVE NO. 26c Apply to the State Water Resources Control Board for set aside of water for future needs in Bear Valley area from Lake Alpine.

IMPLEMENTATION MEASURE: The appropriate steps and responsibilities for accomplishing the objective as well as a means for delivering the Lake Alpine water to users in the Bear Valley Planning Area, when deemed necessary, are presented in the Bear Valley Master Plan EIR (Gretzinger and Weatherby, Inc.), and future water supply for the Bear Valley Area of Alpine County (Bill Dendy and Associates, assisted by James M. Morris, Jr. 1982).

OBJECTIVE NO. 26d Continue to pursue a set aside of water for future needs in the Kirkwood area from Caples Lake with the State Water Resources Control Board.

C. PUBLIC FINANCE

Careful fiscal planning of public services and facilities has long been of importance in Alpine County where few private land holdings, limited commerce and industry, and a small population have constrained revenues. As growth occurs Countywide, both within the permanent population and within the recreation population, the ability to raise revenues to meet new demands will remain constrained due to Propositions 4 and 13. (See Data Base Section 11.2).

Many County programs have in the past been accomplished with Federal and State financial assistance. Examples include social welfare programs and County roads and public building projects. Current Federal Policies include the elimination or adjustment of programs that have traditionally aided local governments. At the State level, budget surpluses which decreased for three years after the passage of Proposition 13 have become deficits.

Given the specter of Federal and State cutbacks, and constraints upon the generation of local tax revenues, the County has few alternatives but to require that the costs and responsibilities for providing public services be passed more directly to the citizens being served. The County will increasingly need to decide which services it can afford to provide and eliminate or find new funding sources for others. A recent report concerning public finance by the State Office of Planning and Research reaffirms "Our conclusion is simple and dramatic: Foothill governments (*and Mountain Governments - Ed.*) must insure that new development pays its fair share--now and in the long-term--or risk financial collapse and further erosion of local control."

Funding mechanisms currently available for the construction of public facilities and provision of ongoing services are discussed in Data Base Sections 11.22, and 11.23.

ELEMENT III - SECTION C

G. P. GOAL NO. 27 PROVIDE AN ADEQUATE LEVEL OF PUBLIC SERVICE WHILE MAINTAINING A BALANCED COUNTY BUDGET

OBJECTIVE NO. 27a Develop a long-range budget plan.

IMPLEMENTATION MEASURE: The costs involved in operating all County departments should be analyzed. In general, the costs for new development shall be paid for by developers or residents of new developments. They should not become an undue burden upon existing tax base for County service levels and systems. Those departments able to charge fees for services should establish fees that would, as nearly as possible, equal the cost of services provided. The costs of operating all other departments or services should be compared with current and projected revenues and adjusted accordingly.

OBJECTIVE NO. 27b Area specific impact fees should be established in accordance with State Code Section 66000 for the Markleeville/Woodfords, Bear Valley and Kirkwood areas. Development Impact Fees are charges that are applied to new construction to cover each development's fair share of public facilities that are required to serve that development. Development Impact Fees should be assessed for expansion of all services including fire, police, water, sanitary sewer, drainage, parks, public facilities and streets.

OBJECTIVE NO. 27c Improve and maintain a Local Agency Formation Commission (LAFCO) capable of reviewing and acting upon proposals for County annexations as well as special district formations, annexations, consolidations, dissolutions, and reorganizations.

IMPLEMENTATION MEASURE: The requirements and responsibilities for Local Agency Formation Commissions (LAFCO's) are contained within State Law. The current make-up of the County's LAFCO and the assistance provided by County Staff are considered adequate for all immediate and long-term purposes. County Staff should prepare for LAFCO members a clear and concise guide to LAFCO procedures consistent with enabling statutes.

OBJECTIVE NO. 27d Establish a method for clearly delineating all costs associated with proposed developments and a means for assigning those costs appropriately and equitably.

IMPLEMENTATION MEASURE: Include analysis of economic impacts

as a standard part of all environmental analysis accomplished under CEQA.

OBJECTIVE NO. 27e Alternative sources of revenues, such as business license fees, sales tax increase, court penalty assessments, and impact fees, should be reviewed as they become available through State enabling legislation for appropriateness, revenue generation capability, and cost of implementation.

OBJECTIVE NO. 27f The County should require that either a homeowners association or a special district exist or be formed that would provide for the ongoing costs incurred by a new development, before approving such a development - or - the County should charge benefit assessments for the same purpose.

IMPLEMENTATION MEASURE: The general procedures and responsibilities for Special District formation are summarized in Data Base Section 11.23. Examples of special districts that have been suggested during the General Plan preparation process include district formation or expansion in the Corridor, Kirkwood, and Bear Valley Planning Areas. Kirkwood has established a public utility district with broad authority to acquire, construct, and maintain electric and gas facilities and water and sewer facilities, to operate public parking, cable television, road maintenance, snow removal, fire protection, and other services. Bear Valley has formed County Service Area #1, under which Bear valley residents and property owners locally provide and pay for various services, including snow removal, fire protection and solid waste. Reorganizing the CSA as a community services district is under consideration.

OBJECTIVE NO. 27g Land uses, densities, and intensities indicated on the Land Use Map should not be allowed to accrue at a rate or in a fashion which could be considered disruptive to sound fiscal planning or community character.

OBJECTIVE NO. 27i Lands which are located in areas designated Open Space and distant from existing developed areas should be traded for appropriately designated Federal Lands near existing communities in all possible instances. A list of specific Federal parcels that should be considered for trade is included in Data Base 7.6. A Memorandum of Understanding should be established with the Forest Districts to establish procedures for such transfers.

D. PLANNING

"While the General Plan sets the framework for community development, the day-to-day actions of local governments truly shape the community. Thus, the manner in which a plan is implemented is the real test of a local government's commitment to the Goals, Objectives, Policies, and programs in the General Plan, not the mere adoption of the plan itself." (California Governor's Office of Planning and Research, General Plan Guidelines, Sacramento, CA., 1990, p.161).

California Government Code 65400 requires that after a County legislative body has adopted all or part of a General Plan, the Planning Agency (Commission) shall:

1. Investigate and make recommendations to the legislative body upon reasonable means of putting into effect the General Plan.
2. Render an Annual Report on the status of the Plan and progress in its implementation, including progress in meeting its share of regional housing needs.

An increasing number of statutes are requiring that local actions be consistent with the adopted General Plan. Among them, AB 1301 (1971) requires all zoning ordinances and subdivision approvals to be consistent with an adopted General Plan. Furthermore, all elements within the General Plan must be consistent with one another. The General Plan Guidelines define consistency as follows:

"An action, program, or project is consistent with the General Plan if it, considering all its aspects, will further the Objectives and Policies of the General Plan and not obstruct their attainment."

Zoning is the primary tool used in implementing the General Plan. Zoning is often misconstrued as the highest authority in local land use regulation. State Law, however, establishes clearly that the General Plan must set the guideline and zoning must follow. Zoning ordinances can specify standards and requirements in greater detail than those provided by General Plan Land Use designations, to regulate the timing of development. Although the general plan may allow for a use the zoning may not be changed until the timing is appropriate for the use. They must not, however, be out of conformity with the General Plan.

California Government Code Sections 66473.5, 66474, 66474.60, and 66474.61 require that counties approving subdivisions must make findings that the developments are consistent with the General Plan and applicable specific plans.

Government Code Sections 65401 and 65402 require that any plans for capital improvements or real property acquisitions or disposal by the County or any local government agency including school districts and special districts must be reviewed by the Planning Commission for conformity with the General Plan.

The Alpine General Plan is designed to be used, kept up to date, and not shelved for revision after

five or ten years time when it is determined inadequate. As times change, new facts about the County's environment will emerge and community goals and values will change. Changes or amendments to the County's General Plan will, no doubt, become necessary. Amendments to the General Plan can be initiated by the County or by the public.

Avenues available to the public generally include application for approval by the County's Planning Commission or Board of Supervisors. State Law requires the General Plan not be amended more than four times per year. The Circulation Element/Regional Transportation Plan requires updates every two years. Proposed amendments cannot be adopted without public hearing(s) for which adequate public notice is provided.

The Alpine County General Plan consists of the mandated Regional Transportation Plan as well as other required General Plan Elements, and a Land Use Map. All sections should be reviewed for correction or adjustment with any major amendment.

The General Plan's Data Base, Environmental documents, and Appendices serve several important planning functions. First of all, they provide the background, reasoning, and justification for the General Plan's Goals, Objectives, Policies, and Land Use Map.

The Data Base and Appendices can also be used as a "Master Environmental Assessment" when conducting the environmental review required for subsequent projects. The Data Base and Appendices offer background data regarding the possibilities and constraints for future projects anywhere in the County. They tell staff and officials where further study is important. The Data Base and Appendices are, in fact, merely summarizations of often far more detailed information contained within the County's Planning Library. It is suggested that County staff maintain and utilize the Data Base, Appendices, and Library for conducting intimal studies upon specific projects in the future. For some projects that are found to be in conformance with the General Plan's EIR, use of Section 15067 of the Public Resources Code may suffice for allowing that no further environmental study is necessary.

ELEMENT III - SECTION D

G. P. GOAL NO. 28 MAINTAIN A COMPREHENSIVE PLANNING PROCESS IN ALPINE COUNTY

OBJECTIVE NO. 28a Maintain consistency between all applicable County Ordinances and the County General Plan.

IMPLEMENTATION MEASURE: State Law allows the County "reasonable time" within which to make zoning or other ordinances consistent with the General Plan. All County Ordinances should be reviewed with respect to the General Plan's Goals, Objectives, Policies, and the Land Use Map upon adoption. Recommendations or alternatives for revisions should be available for public review and at least one public hearing should be held before adoption.

IMPLEMENTATION MEASURE: The County should continue to provide adequate funding and staff to insure that the County maintains a comprehensive Planning process.

OBJECTIVE NO. 28b Maintain a comprehensive and internally consistent General Plan.

IMPLEMENTATION MEASURE: Once each year in coordination with the County's budget process, the County's Planning Commission should report to the Board of Supervisors on the status of the General Plan, the progress in its application, and whether or not revisions or amendments would be in order. Amendments to the General Plan must not exceed four per year.

OBJECTIVE NO. 28c Maintain a system for clear and streamlined permit processing.

IMPLEMENTATION MEASURE: State Government Code 65920 et seq. places certain requirements on local governments with respect to processing permit applications in a timely fashion. The legislation, when enacted locally, can offer benefits to the County, the general public, and project proponents by clearly spelling out responsibilities and time limits for project review and approval. The County should maintain application process descriptions that conform with requirements of AB 884 using simple schematic drawings where possible. These should show all parties the steps and time frames involved in the acceptance, review, and action upon any General Plan Amendment, Subdivision, Rezoning, Use Permit, or other application.

The first step in the review of any such application should be a General Plan consistency determination. Before any application would be accepted as complete for processing the determination should be made whether or not such application is consistent with the General Plan. This determination should, in most instances, be made by qualified County Staff. However, where interpretation is difficult, the determination may need to be referred to the Planning Commission or Board of Supervisors. Where applications are submitted for projects that are clearly not in conformance with the General Plan, such applications should be returned and the applicant informed that adoption of a General Plan Amendment would be necessary to make the application acceptable.

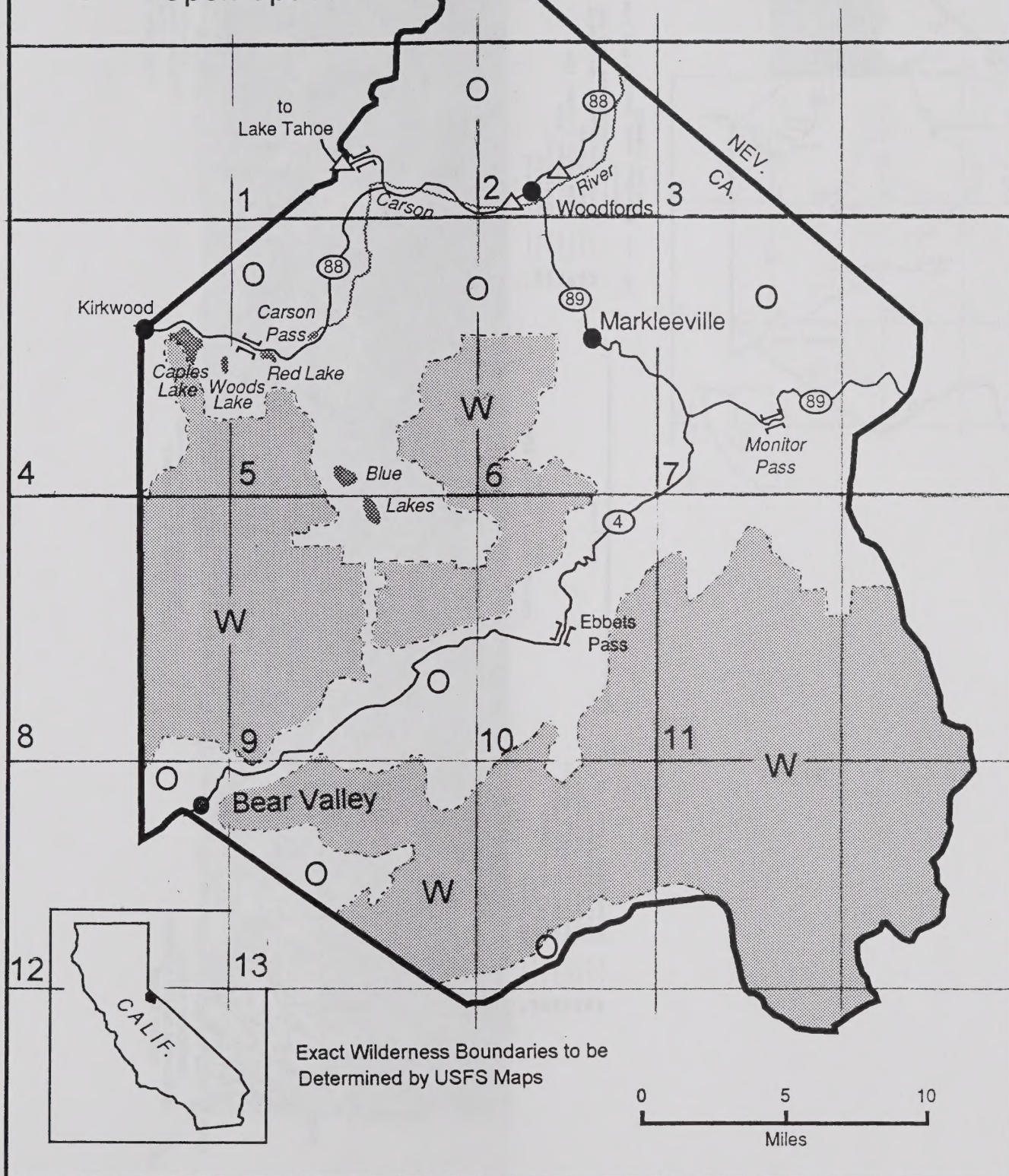
KEY

1-13 USGS Maps

W Wilderness

O Open Space

ALPINE COUNTY

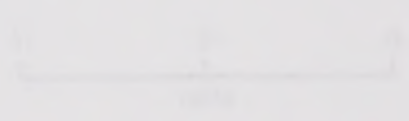
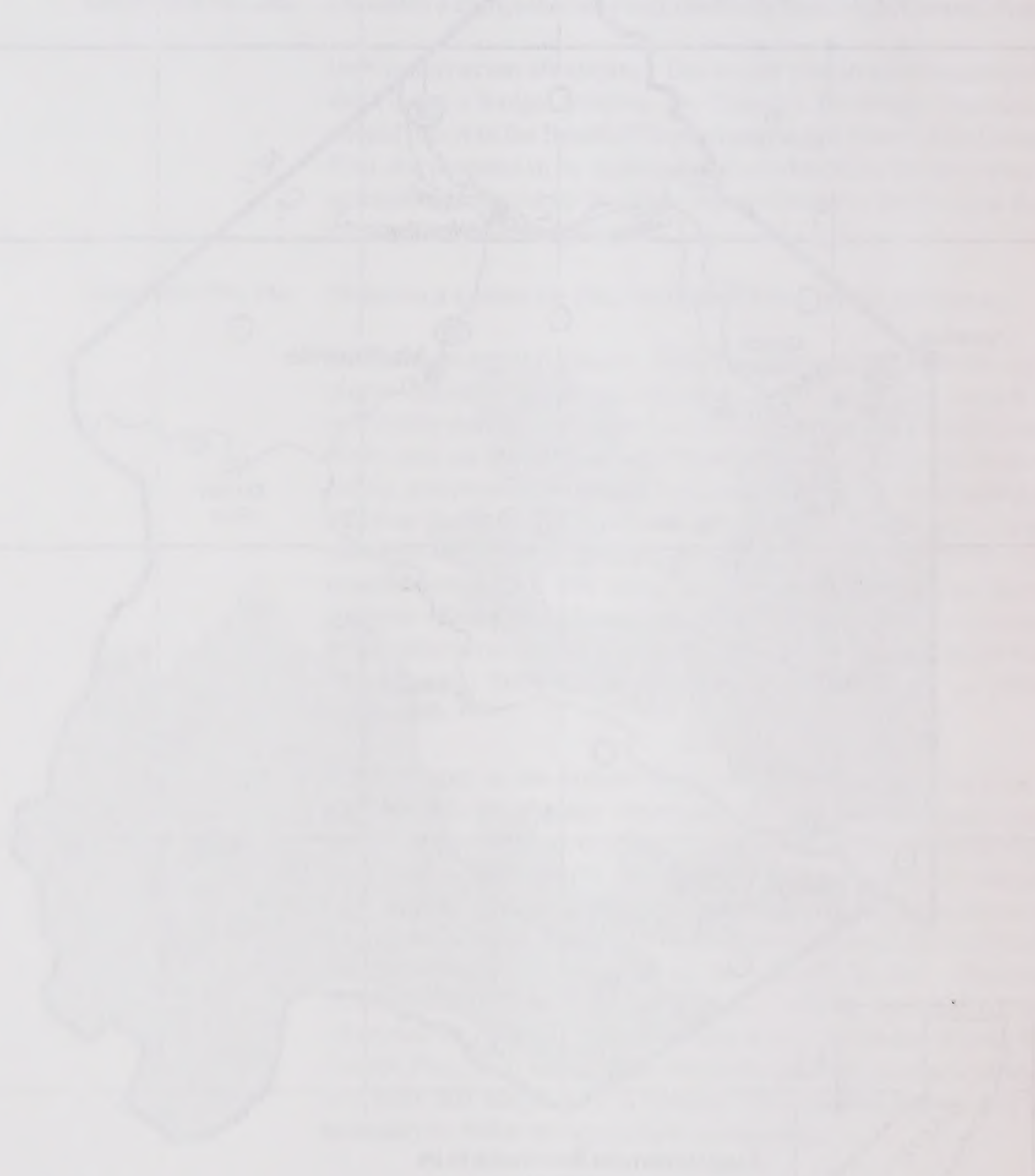


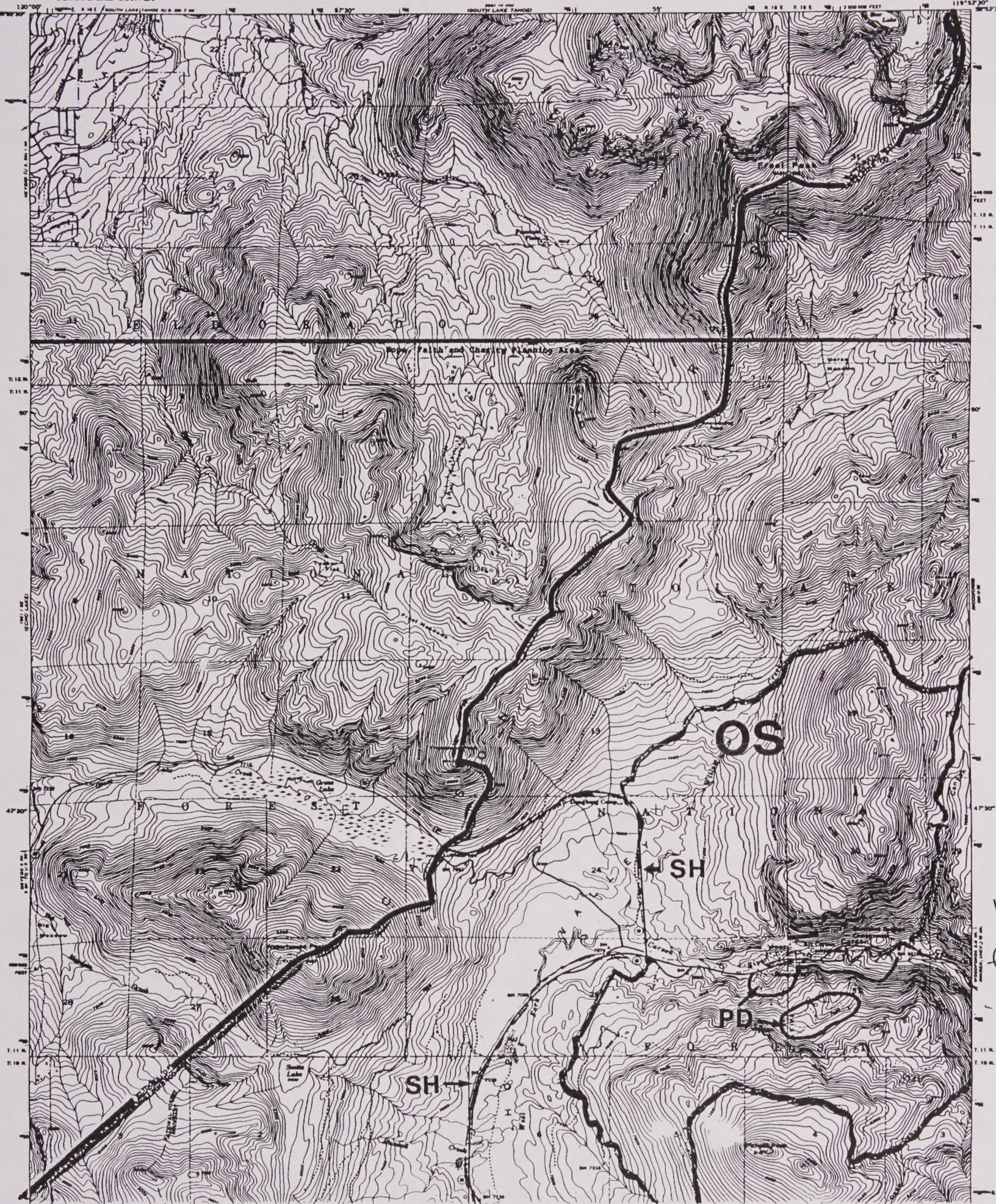
Exact Wilderness Boundaries to be Determined by USFS Maps

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Miles

ALPINE COUNTY

KEY
 W. Wineries
 O. Open Space



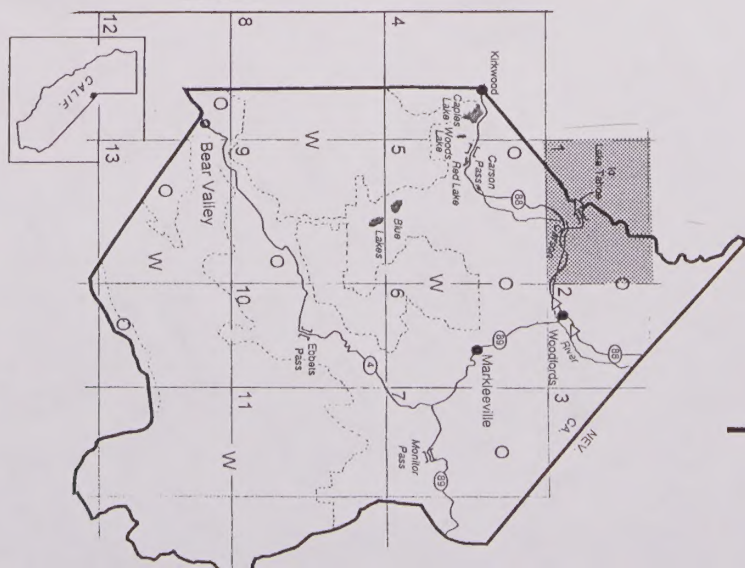


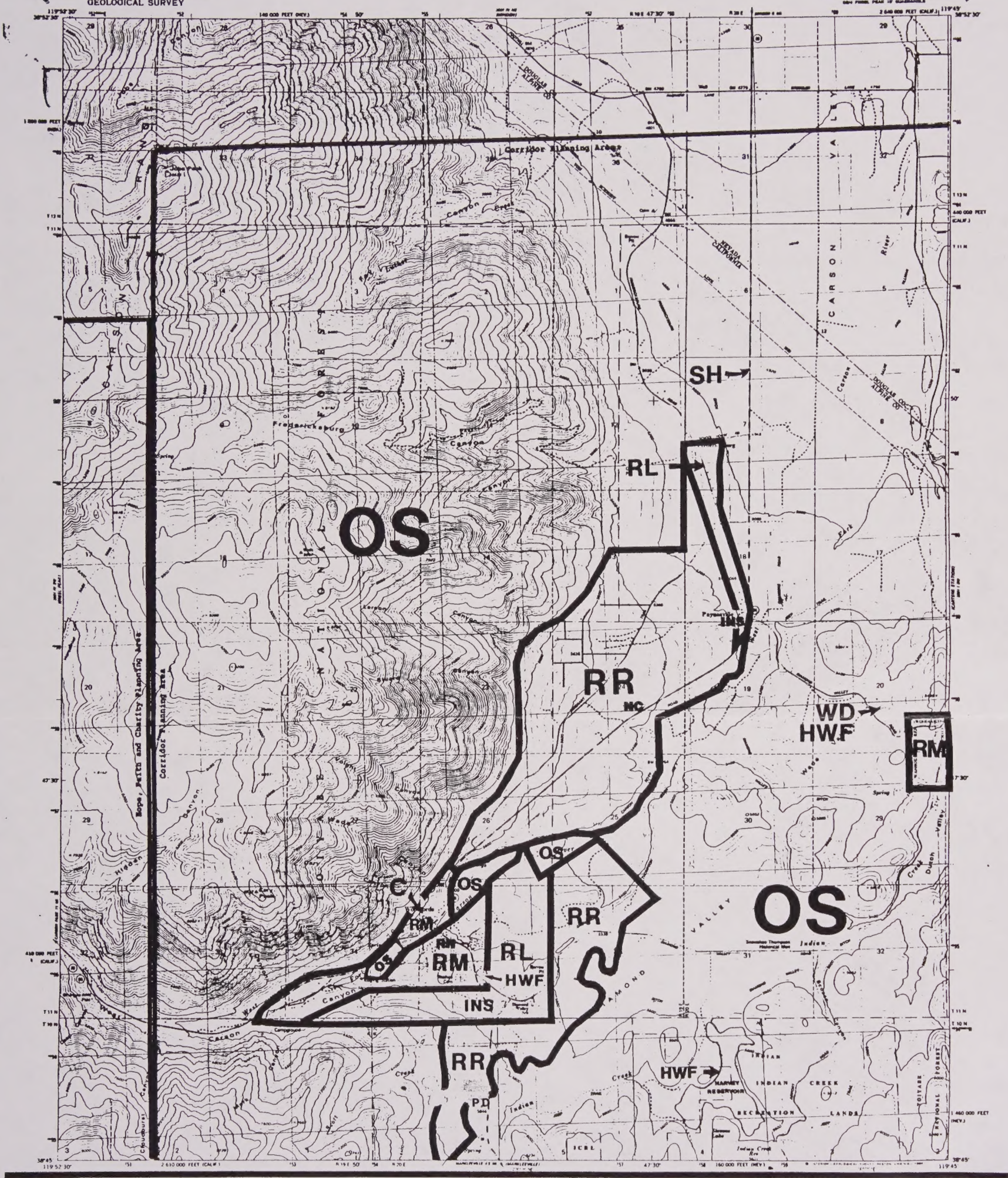
W --- Wilderness
OS --- Open Space
PD --- Planned Development
RH --- Residential High Density
RM --- Residential Medium Density
RL --- Residential Low Density
RR --- Rural Residential
NC --- Neighborhood Commercial

ALPINE COUNTY GENERAL PLAN
LAND USE MAP

SCALE 1:24,000

C --- Commercial
IND --- Industrial
INS --- Institutional
RS --- Recreational Site
WD --- Solid Waste Disposal Site
SH --- Scenic Highway
SE --- Stream Environments Covered By Special Standards (see land use element)
HW --- Hazardous Waste Facility Site (see land use element)





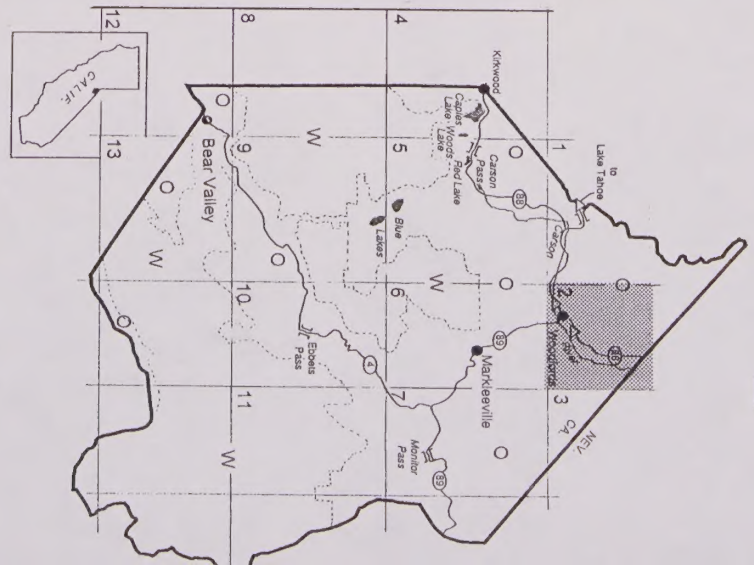
- W --- Wilderness
- OS --- Open Space
- PD --- Planned Development
- RM --- Residential High Density
- RR --- Residential Medium Density
- RL --- Residential Low Density
- RR --- Rural Residential
- WC --- Neighborhood Commercial

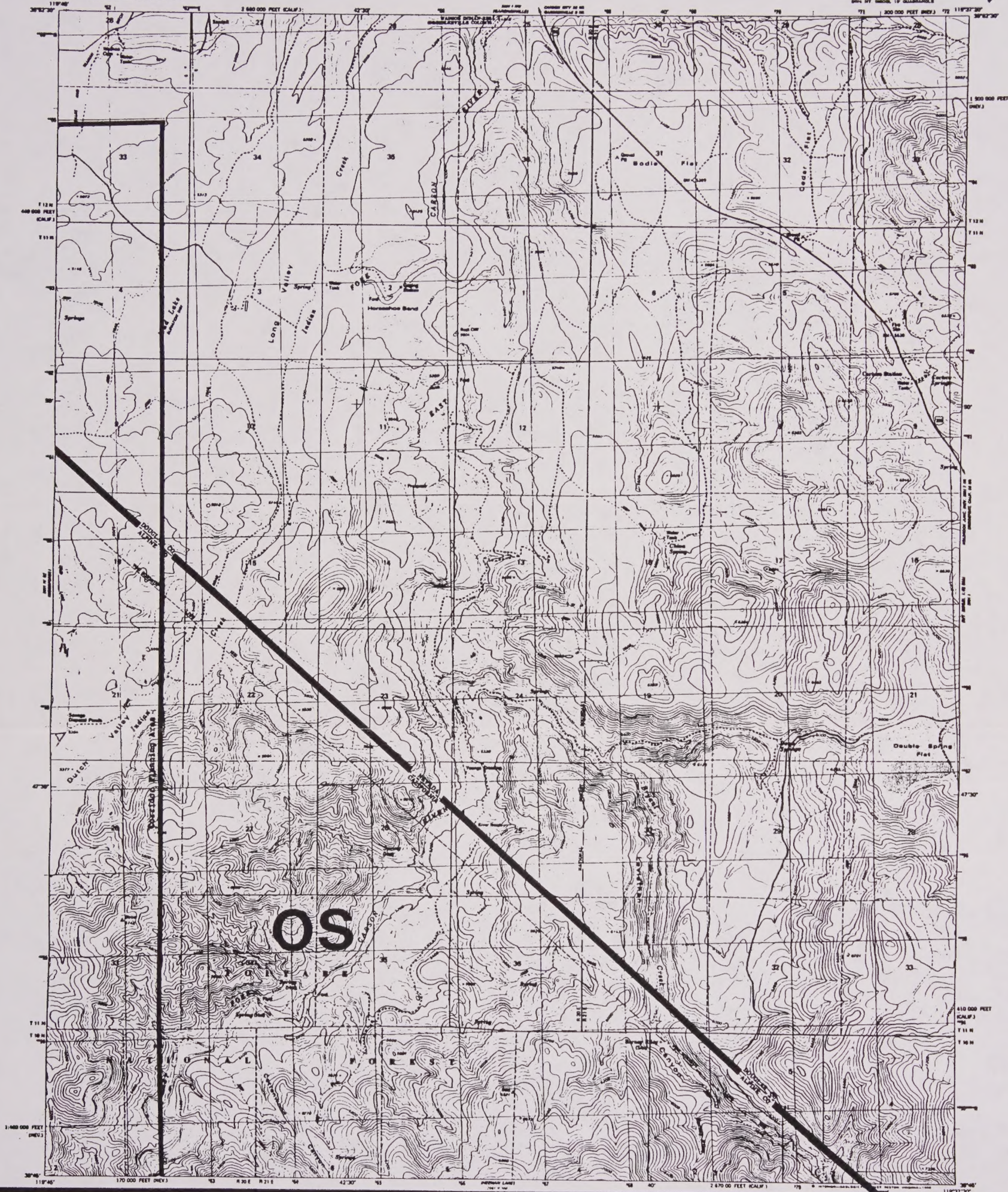
ALPINE COUNTY GENERAL PLAN
LAND USE MAP

Corridor Planning Area

SCALE 1:24,000

- C --- Commercial
- IND --- Industrial
- INS --- Institutional
- RS --- Recreational Site
- WD --- Solid Waste Disposal Site
- SH --- Scenic Highway
- SE --- Stream Environments Governed By Special Standards (see land use element)
- HWF --- Hazardous Waste Facility Site (see land use element)





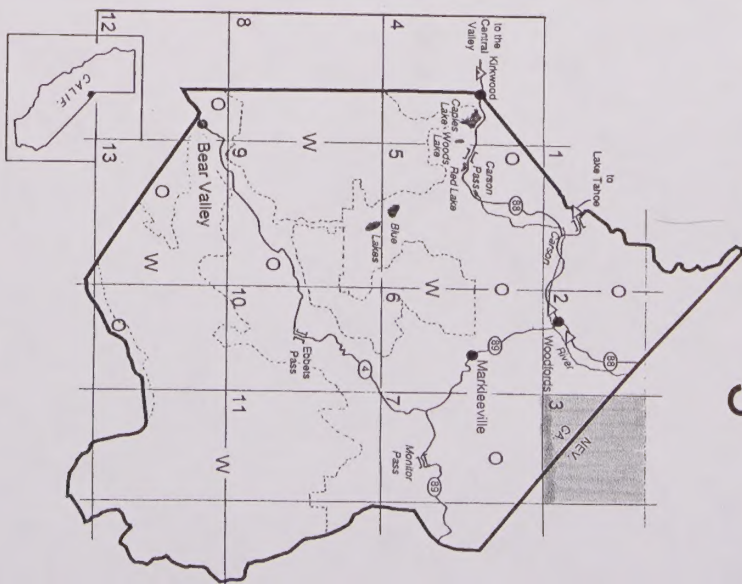
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OS --- Open Space
PD --- Planned Development
RHD --- Residential High Density
RMD --- Residential Medium Density
RLD --- Residential Low Density
RR --- Rural Residential
NC --- Neighborhood Commercial

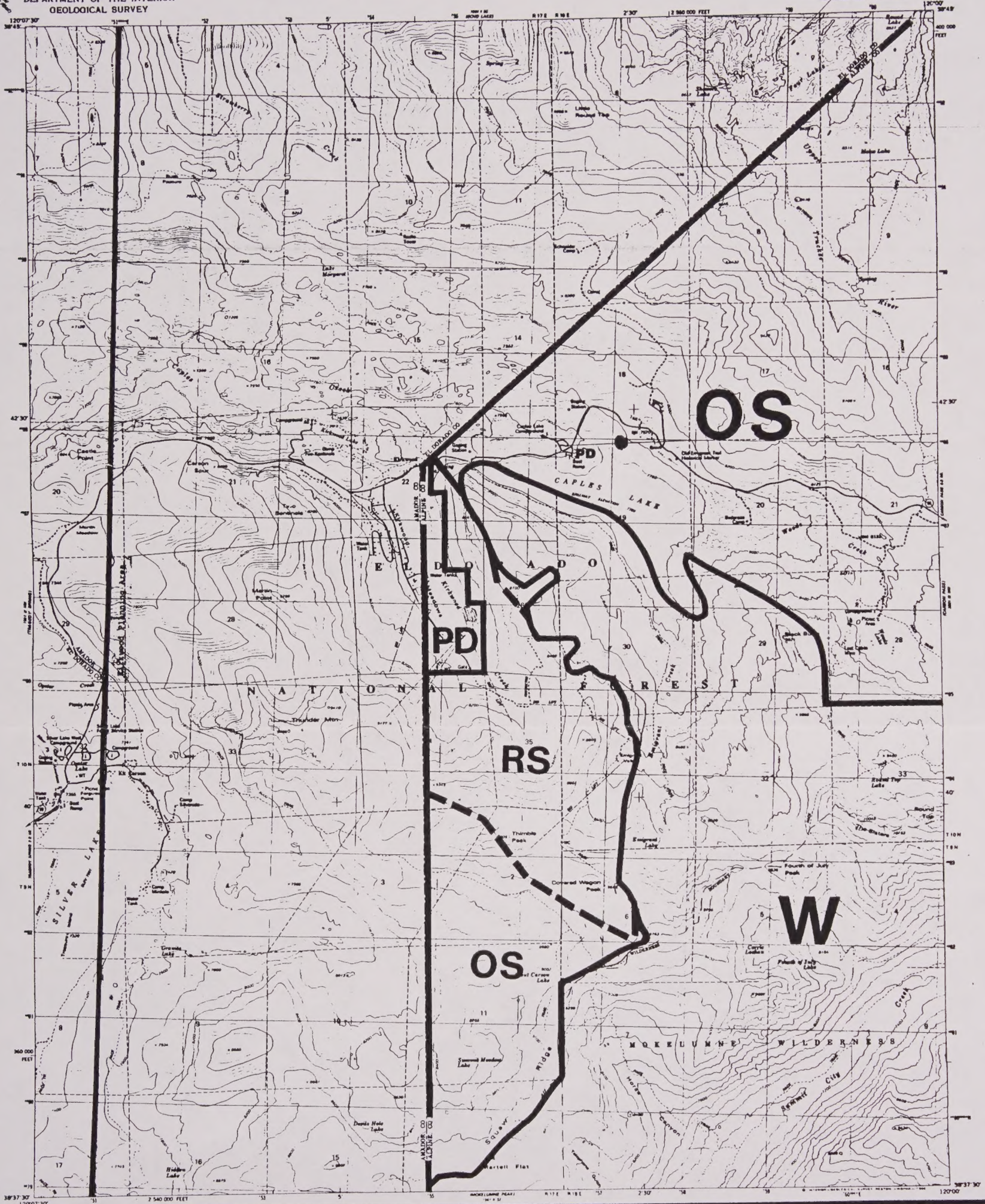
ALPINE COUNTY GENERAL PLAN
LAND USE MAP

Corridor Planning Area

SCALE 1:24,000

- C --- Commercial
IND --- Industrial
INS --- Institutional
RS --- Recreational Site
WD --- Solid Waste Disposal Site
SH --- Scenic Highway
SE --- Stream Environments Governed By Special Standards (see land use element)
HW --- Hazardous Waste Facility Site (see land use element)





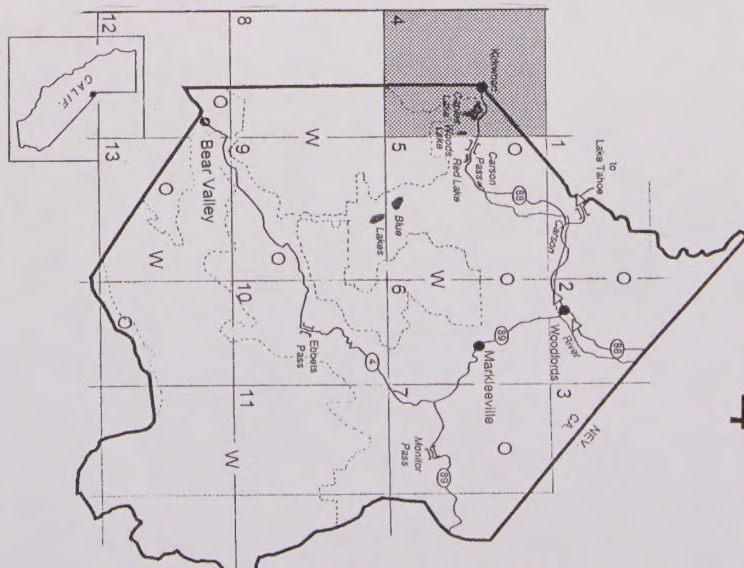
- W --- Wilderness
- OS --- Open Space
- PD --- Planned Development
- RH --- Residential High Density
- RM --- Residential Medium Density
- RL --- Residential Low Density
- RR --- Rural Residential
- WC --- Neighborhood Commercial

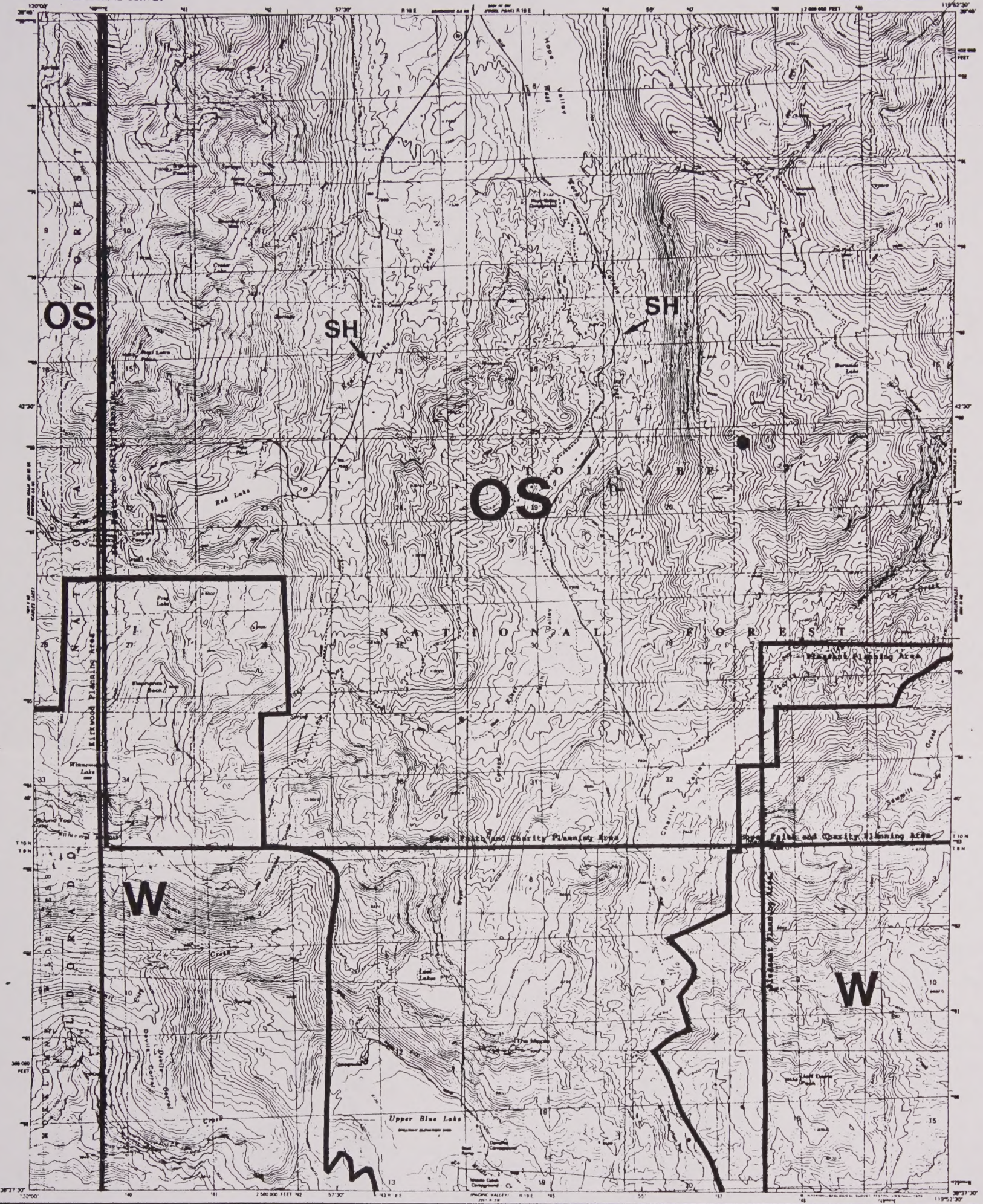
ALPINE COUNTY GENERAL PLAN
LAND USE MAP

Kirkwood Planning Area

SCALE 1:24,000

- C --- Commercial
- IND --- Industrial
- IRS --- Institutional
- RS --- Recreational Site
- WD --- Solid Waste Disposal Site
- SH --- Scenic Highway
- SE --- Stream Environments Governed By Special Standards (see land use element)
- BWF --- Hazardous Waste Facility Site (see land use element)





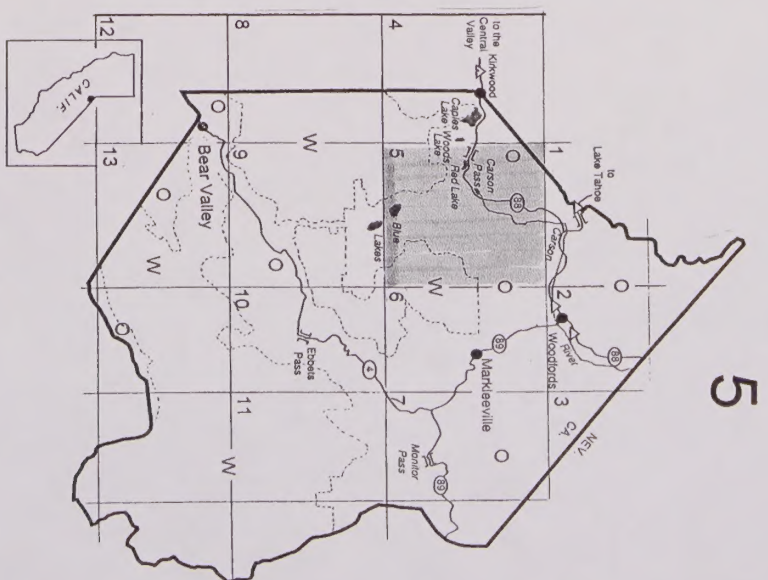
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OS --- Open Space
PD --- Planned Development
RH --- Residential High Density
RM --- Residential Medium Density
RL --- Residential Low Density
RR --- Rural Residential
NC --- Neighborhood Commercial

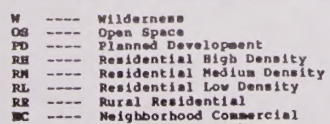
ALPINE COUNTY GENERAL PLAN
LAND USE MAP

Kirkwood Planning Area

SCALE 1:24,000

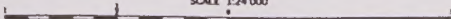
C --- Commercial
IND --- Industrial
INS --- Institutional
RS --- Recreational Site
MD --- Solid Waste Disposal Site
SH --- Scenic Highway
SE --- Stream Environments Governed By
Special Standards (see land use
element)
SWF --- Hazardous Waste Facility Site (see
land use element)



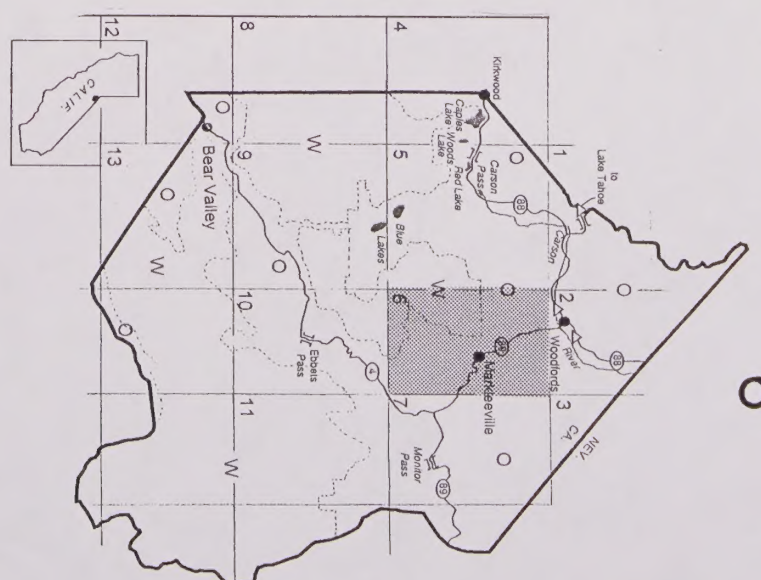
ALPINE COUNTY GENERAL PLAN
LAND USE MAP

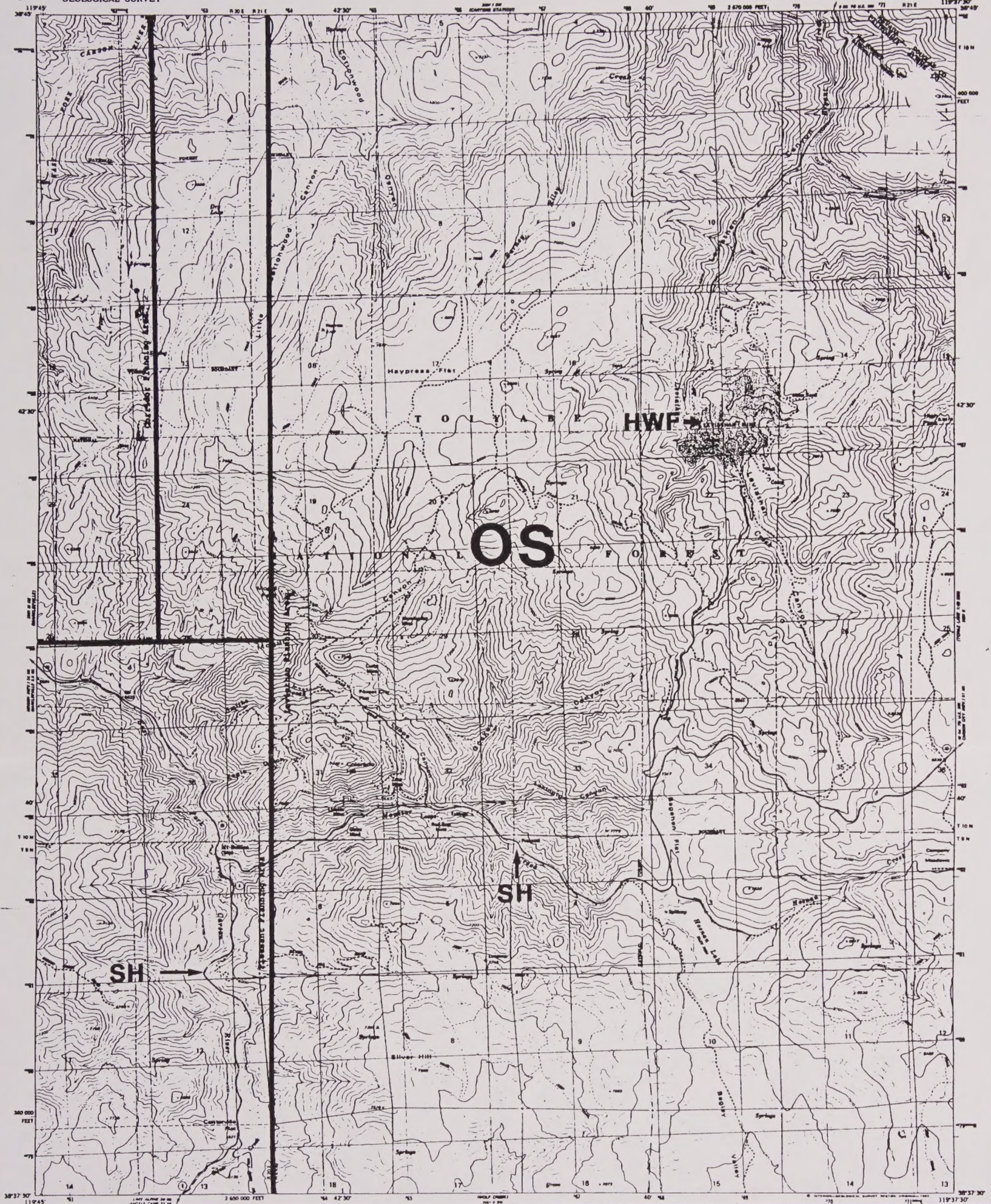
Corridor Planning Area

SCALE 1:24 000



- | | | |
|-----|-------|--|
| C | ----- | Commercial |
| IND | ----- | Industrial |
| INS | ----- | Institutional |
| RS | ----- | Recreational Site |
| MD | ----- | Solid Waste Disposal Site |
| SH | ----- | Scenic Highway |
| SE | ----- | Stream Environments Governed By
Special Standards (see land use
element) |
| HW | ----- | Hazardous Waste Facility Site (see
land use element) |





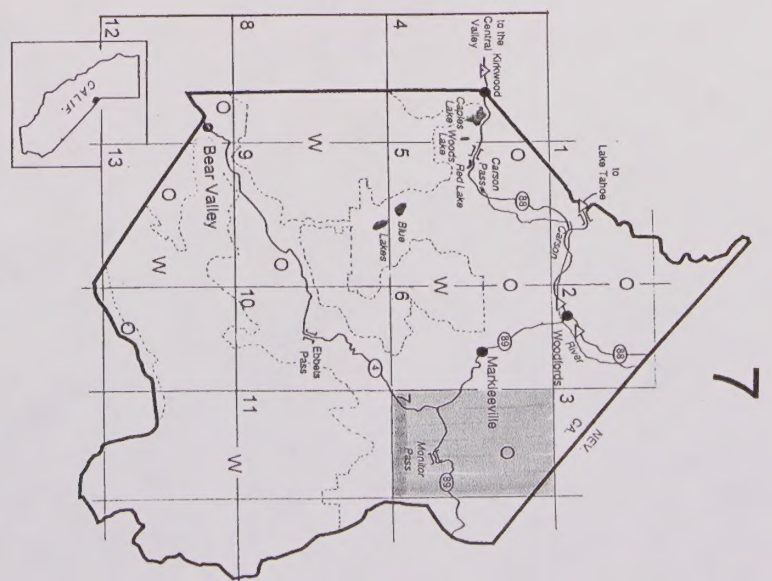
- W ----- Wilderness
- OS ----- Open Space
- PD ----- Planned Development
- RH ----- Residential High Density
- RM ----- Residential Medium Density
- RL ----- Residential Low Density
- RR ----- Rural Residential
- NC ----- Neighborhood Commercial

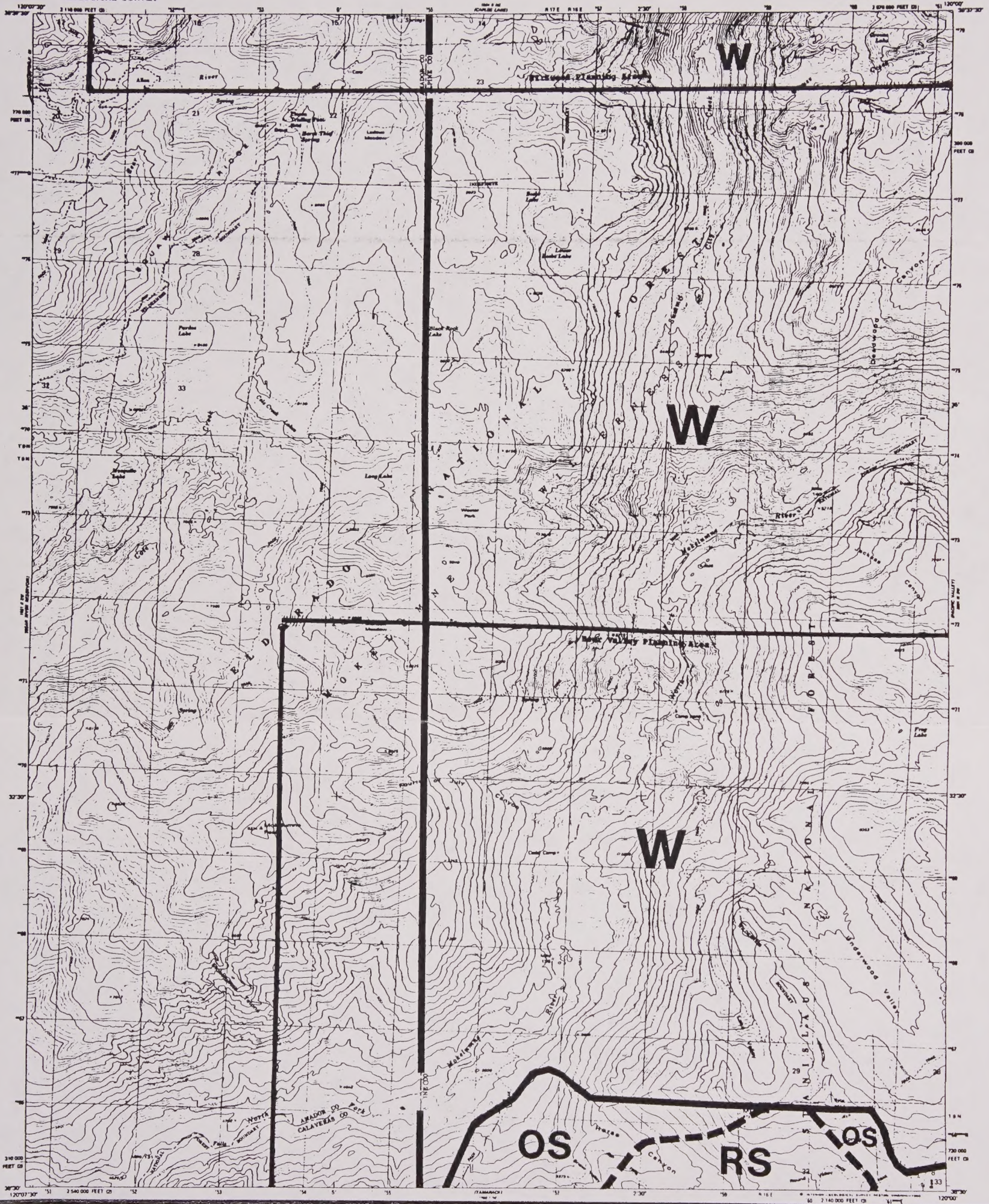
ALPINE COUNTY GENERAL PLAN
LAND USE MAP

Corridor Planning Area

SCALE 1:24,000

- C ----- Commercial
- IND ----- Industrial
- IMS ----- Institutional
- RS ----- Recreational Site
- WD ----- Solid Waste Disposal Site
- SE ----- Scenic Highway
- SE ----- Stream Environments Governed By Special Standards (see land use element)
- HWF ----- Hazardous Waste Facility Site (see land use element)



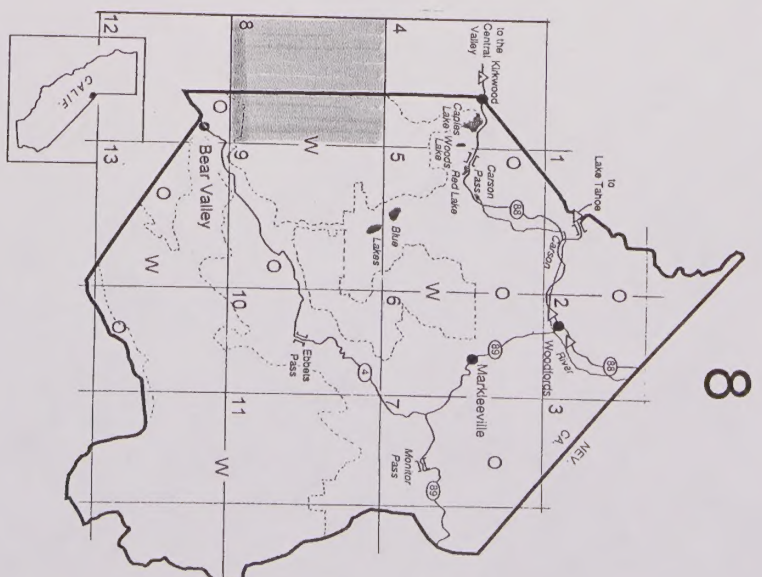


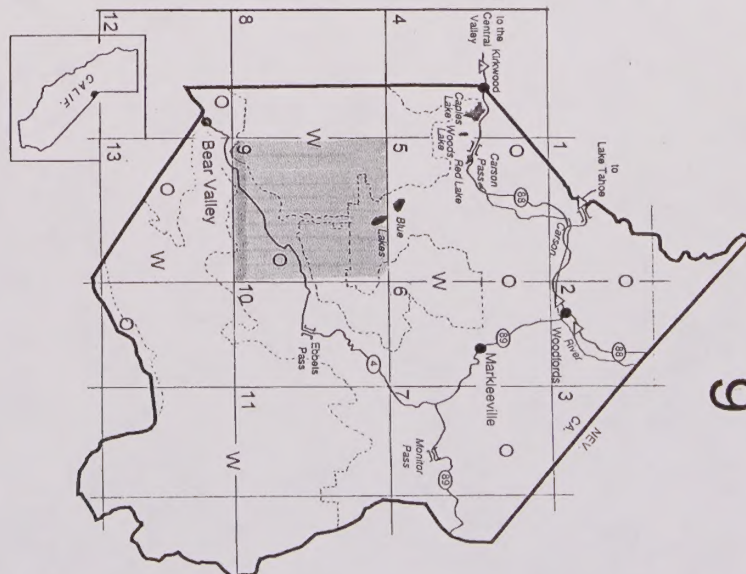
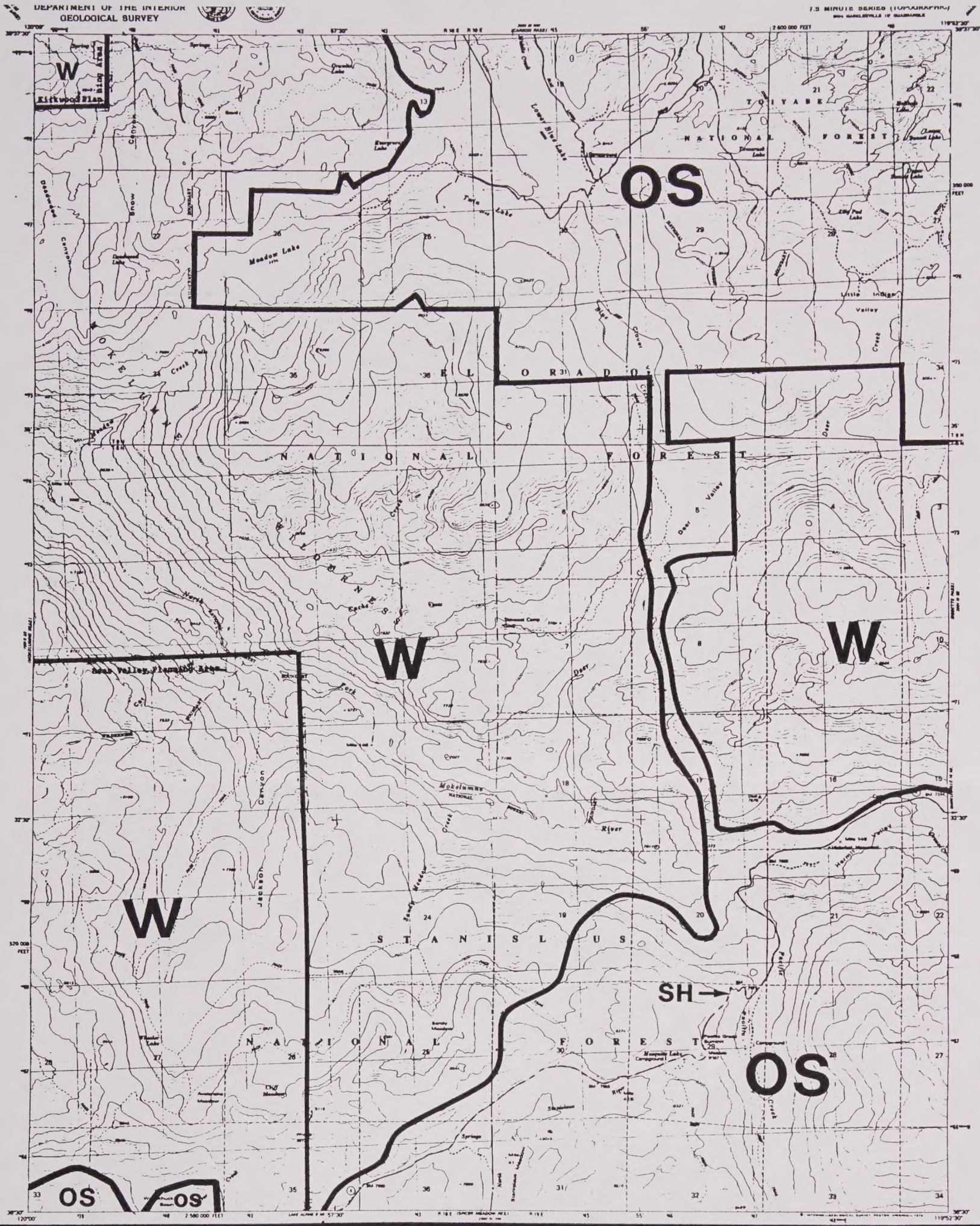
W --- Wilderness
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RM --- Residential Medium Density
RL --- Residential Low Density
RR --- Rural Residential
NC --- Neighborhood Commercial

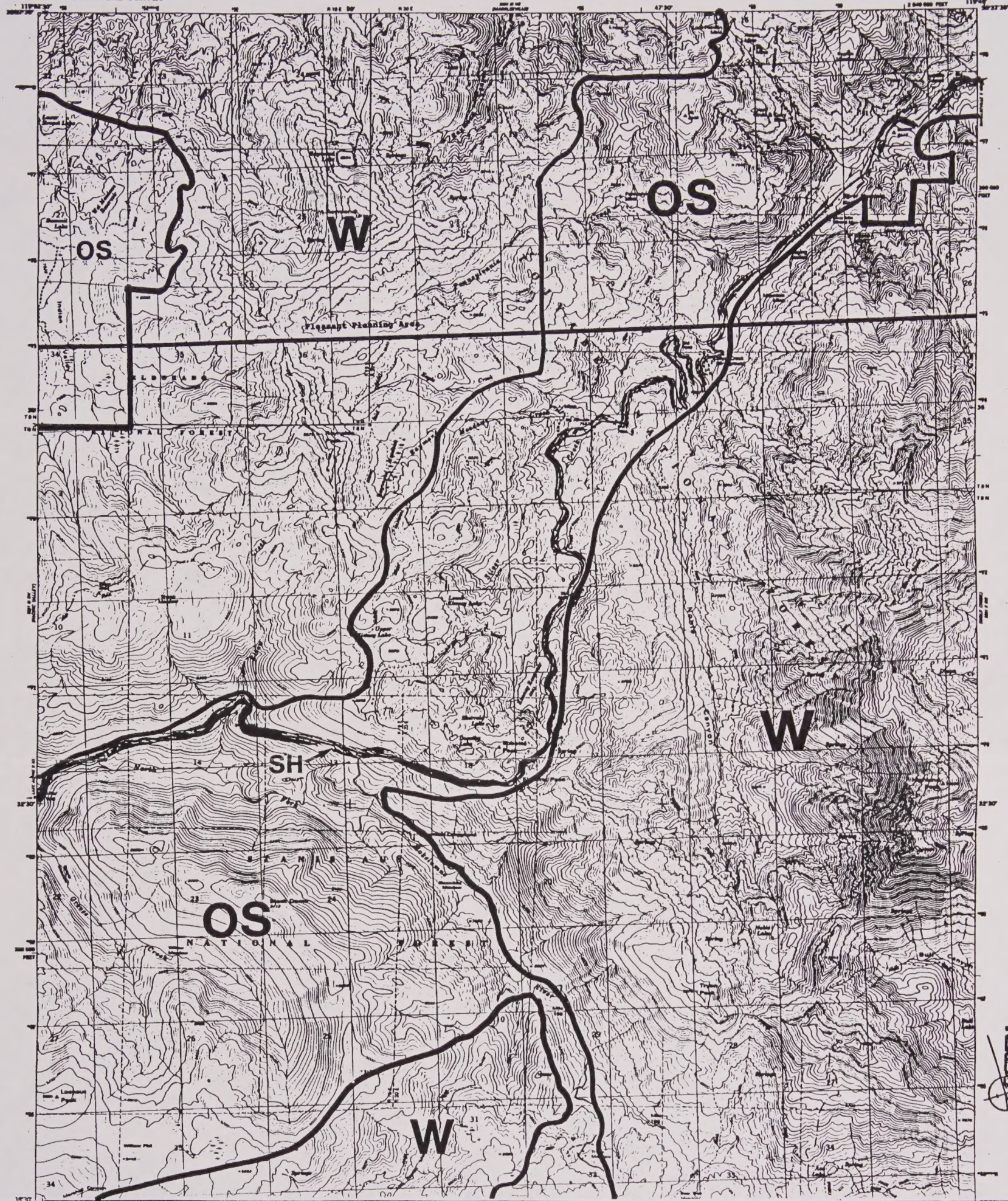
ALPINE COUNTY GENERAL PLAN
LAND USE MAP
Bear Valley and Kirkwood
Planning Areas

SCALE 1:24,000

C --- Commercial
IND --- Industrial
IMS --- Institutional
RS --- Recreational Site
SD --- Solid Waste Disposal Site
SH --- Scenic Highway
SE --- Stream Environments Governed By
Special Standards (see land use
element)
HW --- Hazardous Waste Facility Site (see
land use element)





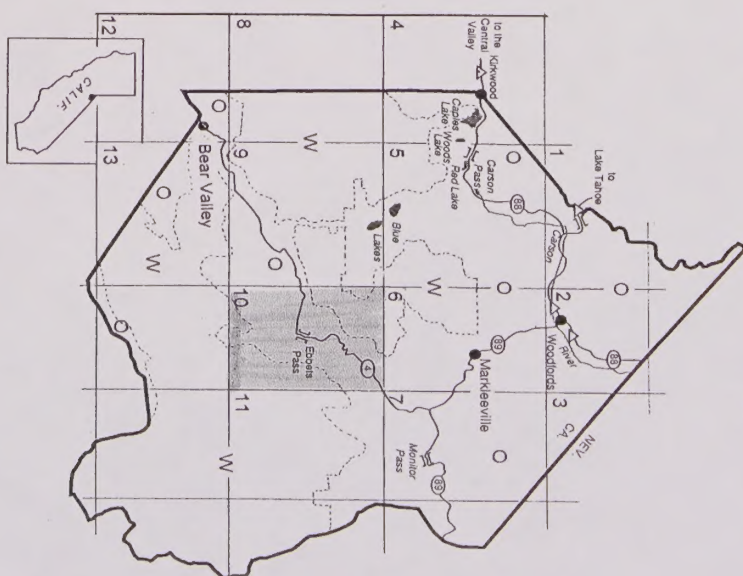


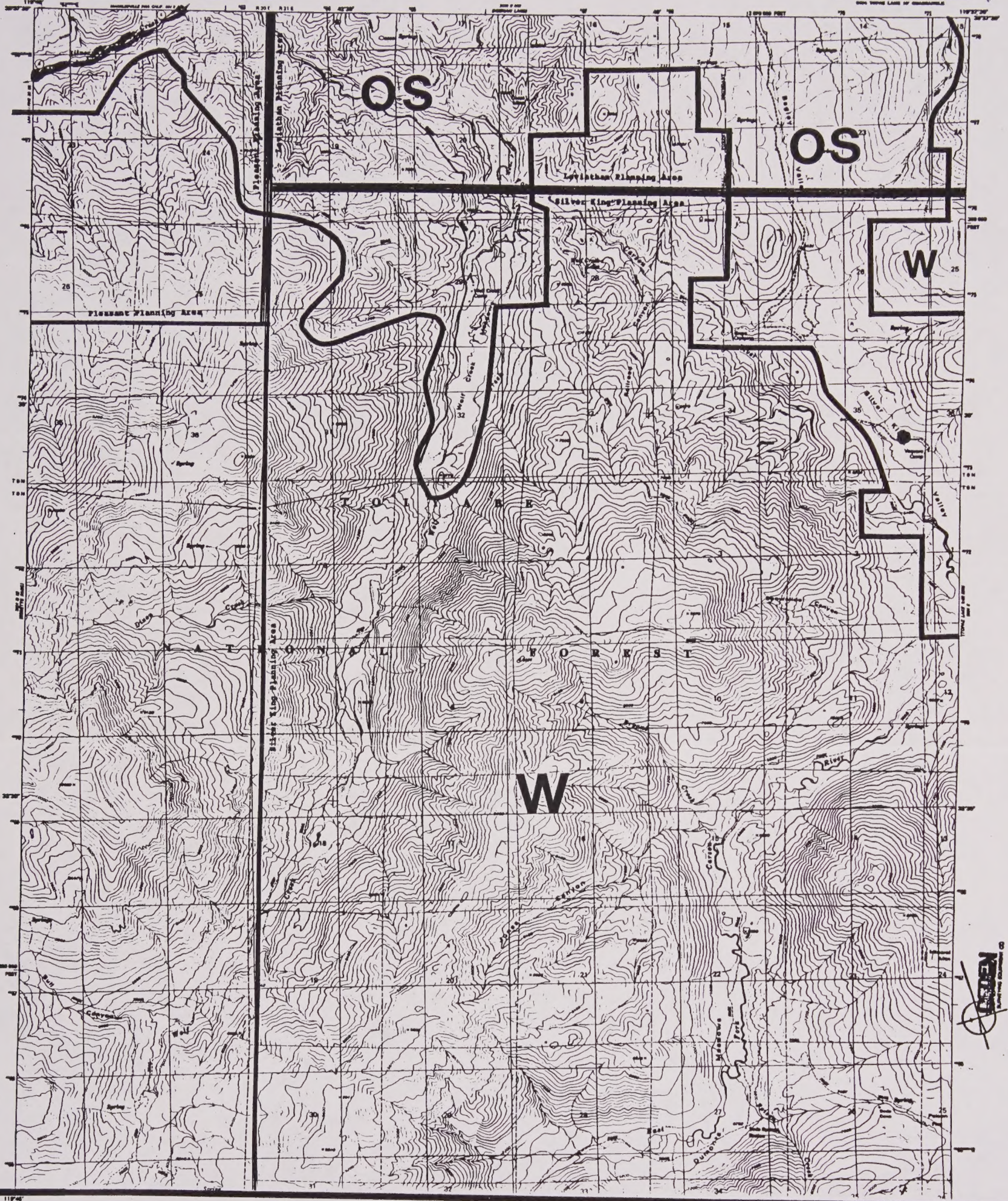
W --- Wilderness
OS --- Open Space
PD --- Planned Development
RH --- Residential High Density
RM --- Residential Medium Density
RL --- Residential Low Density
RR --- Rural Residential
NC --- Neighborhood Commercial

ALPINE COUNTY GENERAL PLAN
LAND USE MAP

SCALE 1:24,000

C --- Commercial
IM --- Industrial
IN --- Institutional
RS --- Recreational Site
SD --- Solid Waste Disposal Site
SH --- Scenic Highway
SE --- Stream Environments Governed by Special Standards (see land use element)
HW --- Hazardous Waste Facility Site (see land use element)





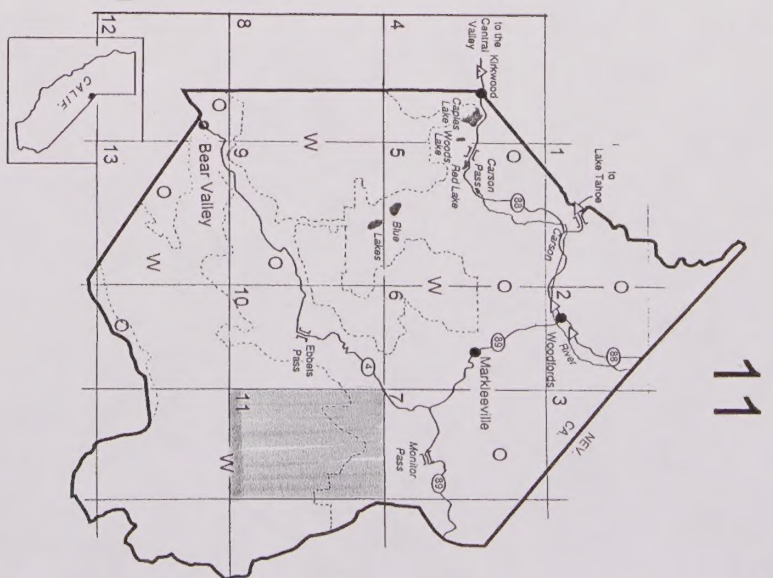
ALPINE COUNTY
CALIFORNIA
7.5 MINUTE SERIES
TOPOGRAPHIC
DATA FROM LAND OF RECORDS

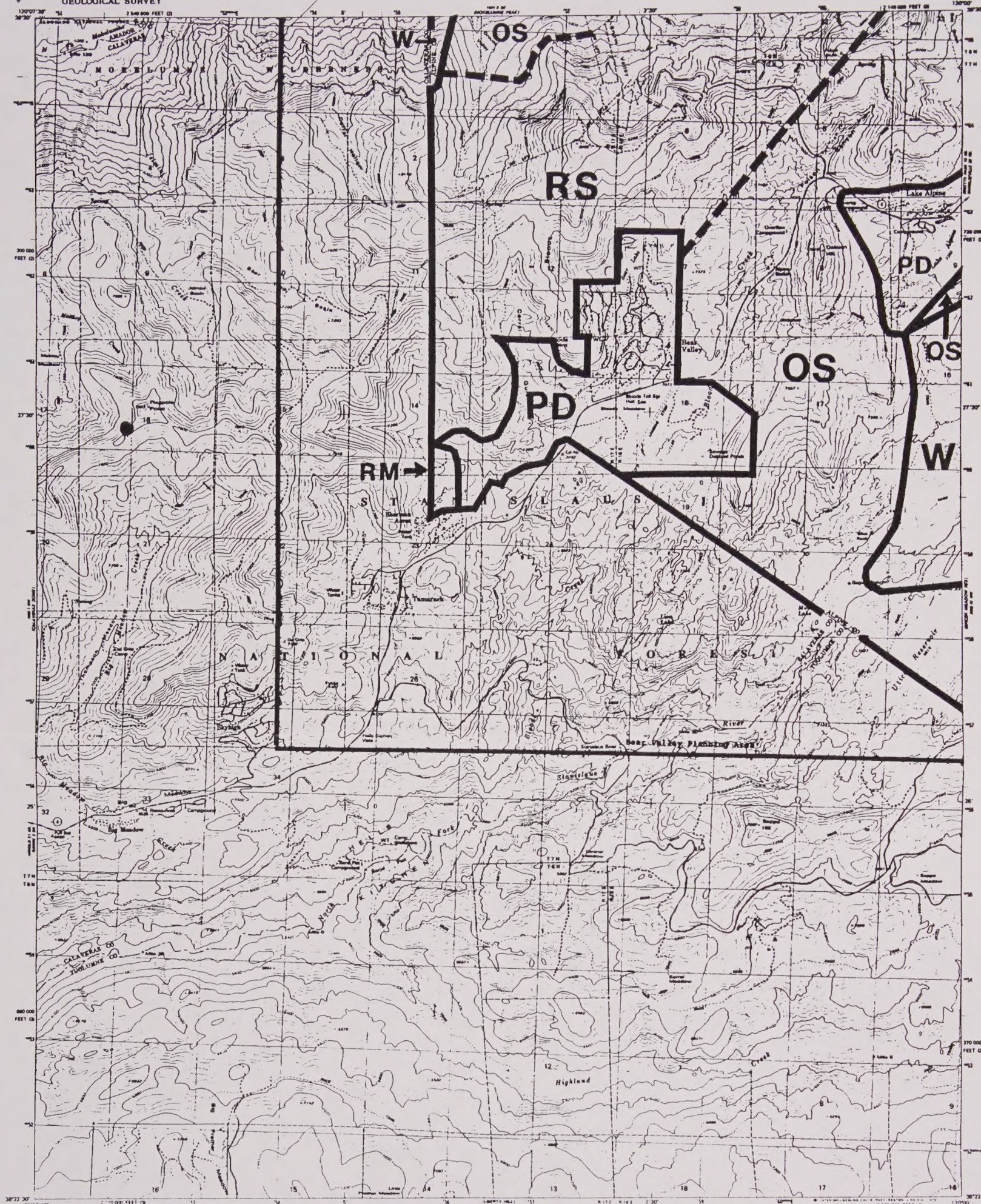
- W --- Wilderness
- OS --- Open Space
- PD --- Planned Development
- RH --- Residential High Density
- RM --- Residential Medium Density
- RL --- Residential Low Density
- RR --- Rural Residential
- NC --- Neighborhood Commercial

ALPINE COUNTY GENERAL PLAN
LAND USE MAP

SCALE 1:24,000

- C --- Commercial
- IND --- Industrial
- INS --- Institutional
- RS --- Recreational Site
- MD --- Solid Waste Disposal Site
- SE --- Scenic Highway
- SE --- Stream Environments Governed By Special Standards (see land use element)
- SW --- Hazardous Waste Facility Site (see land use element)





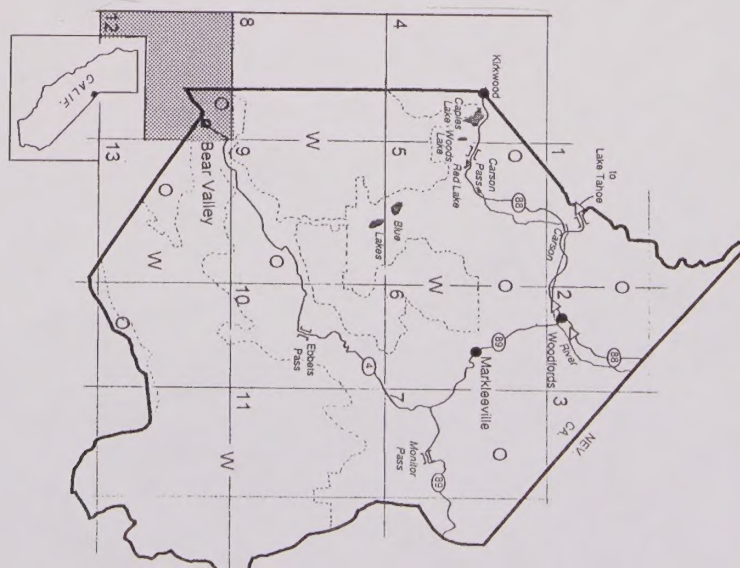
- W --- Wilderness
- OS --- Open Space
- PD --- Planned Development
- RM --- Residential High Density
- RM --- Residential Medium Density
- RL --- Residential Low Density
- RR --- Rural Residential
- NC --- Neighborhood Commercial

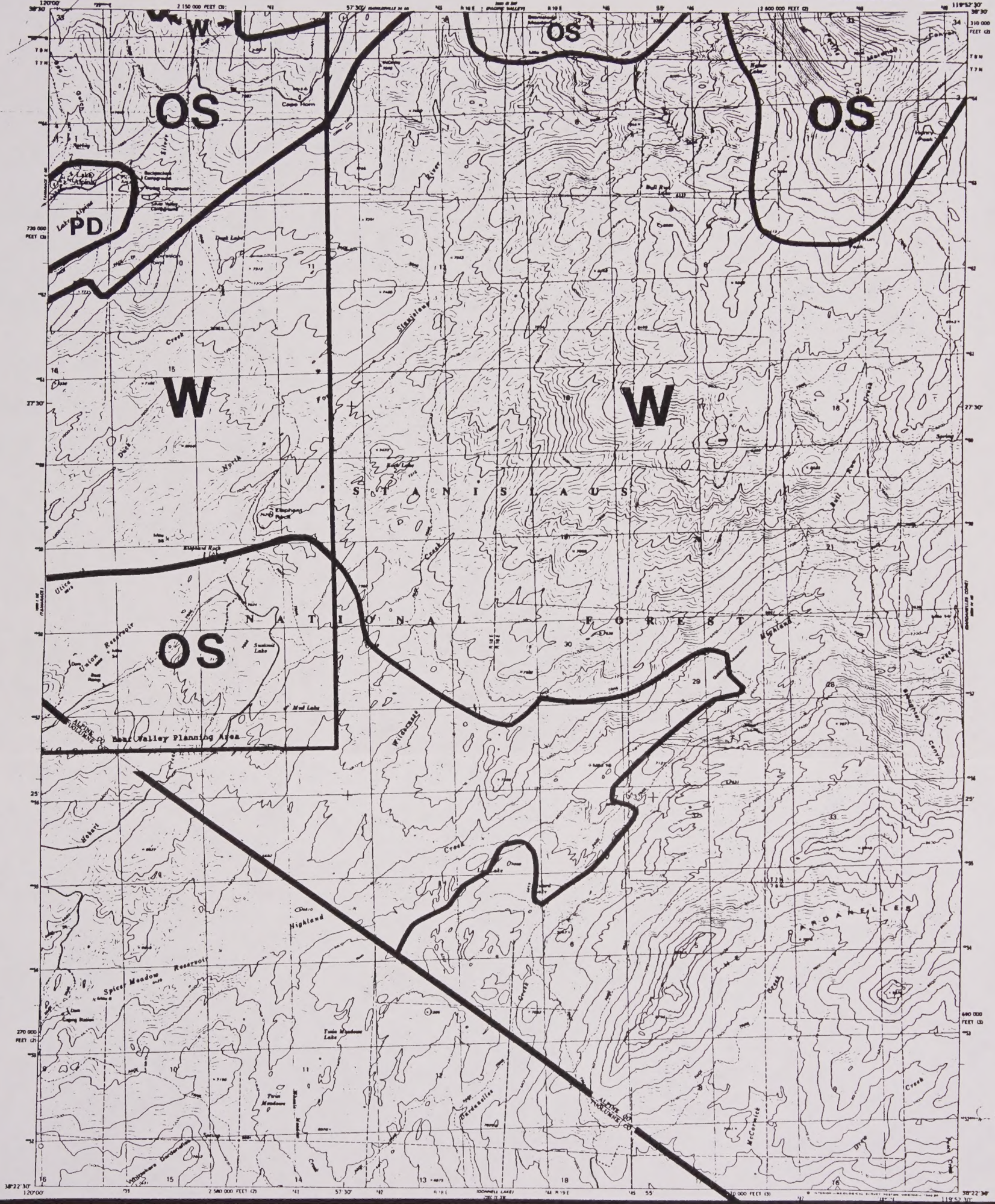
ALPINE COUNTY GENERAL PLAN
LAND USE MAP

Bear Valley Planning Area

SCALE 1:24,000

- C --- Commercial
- IND --- Industrial
- INS --- Institutional
- RS --- Recreational Site
- RD --- Solid Waste Disposal Site
- SH --- Scenic Highway
- SE --- Stream Environments Governed by Special Standards (see land use element)
- SWF --- Hazardous Waste Facility Site (see land use element)





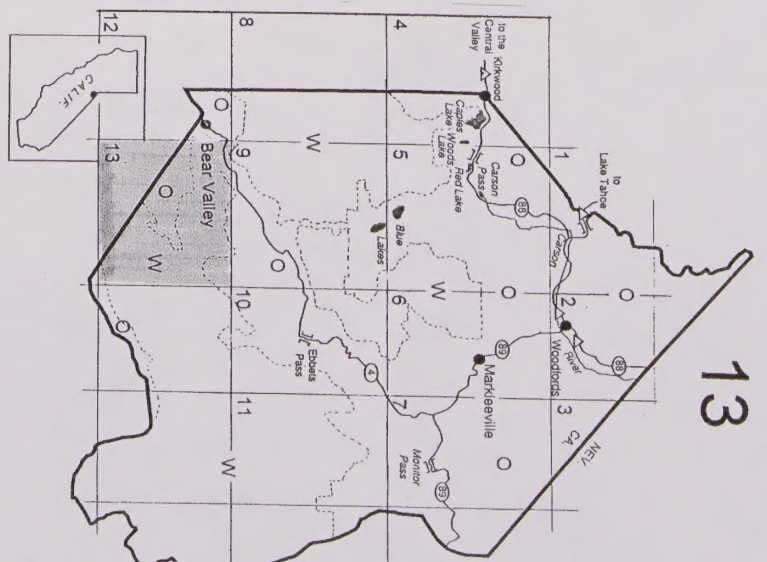
W ----- Wilderness
OS ----- Open Space
PD ----- Planned Development
RH ----- Residential High Density
RL ----- Residential Low Density
RR ----- Rural Residential
MC ----- Neighborhood Commercial

ALPINE COUNTY GENERAL PLAN
LAND USE MAP

Bear Valley Planning Area

SCALE 1:24,000

C ----- Commercial
IND ----- Industrial
IRS ----- Institutional
RS ----- Recreational Site
WD ----- Solid Waste Disposal Site
SH ----- Scenic Highway
SE ----- Stream Environments Governed By
Special Standards (see land use
element)
HW ----- Hazardous Waste Facility Site (see
land use element)



ALPINE COUNTY

General Plan Transportation Plan

Circulation Element and General Plan LAND USE MAP

DESCRIPTIONS OF LAND USE DESIGNATIONS SHOWN BELOW ARE FOUND IN THE DEVELOPMENT ELEMENT

W	WILDERNESS
OS	OPEN SPACE
PD	PLANNED DEVELOPMENT
RH	RESIDENTIAL HIGH DENSITY
RM	RESIDENTIAL MEDIUM DENSITY
RL	RESIDENTIAL LOW DENSITY
RR	RURAL RESIDENTIAL
NC	NEIGHBORHOOD COMMERCIAL
C	COMMERCIAL
IND	INDUSTRIAL
INS	INSTITUTIONAL
RS	RECREATIONAL SITE
WD	SOLID WASTE DISPOSAL SITE
SH	SCENIC HIGHWAY
SE	STREAM ENVIRONMENTS GOVERNED BY SPECIAL STANDARDS SEE LAND USE ELEMENT SECTION III
HWF	HAZARDOUS WASTE FACILITY SEE LAND USE ELEMENT

	STATE HIGHWAY
	MINOR ARTERIAL
	COUNTY COLLECTOR & MINOR ARTERIAL
	COUNTY MINOR
	AIRPORT
	HELIPORT
	TRANSIT ROUTE
	BIKE ROUTE



ALPINE COUNTY

General Plan



IV. CIRCULATION ELEMENT/REGIONAL TRANSPORTATION PLAN

ALPINE COUNTY

General Plan



Approved by the Board of Supervisors

**ALPINE COUNTY
REGIONAL
TRANSPORTATION PLAN
AND
GENERAL PLAN CIRCULATION ELEMENT
1999 UPDATE**

Prepared for
ALPINE COUNTY TRANSPORTATION COMMISSION

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* Numbering corresponds to other, non-circulation elements of the General Plan.

IV. CIRCULATION ELEMENT/REGIONAL TRANSPORTATION PLAN

EXECUTIVE SUMMARY

Summary of Transportation Plan

The Alpine County Transportation Commission and Board of Supervisors have combined State requirements for a regional transportation plan and a general plan circulation element into one document since 1982. The plan is updated on even numbered years. The plan's primary purpose is to insure the safe and adequate circulation of persons, goods and utilities throughout the short and long term future of Alpine County. A secondary purpose is to convey the County's transportation needs, issues, plans and priorities to the State government.

In general, the short-range Transportation Plan consists of the County's highest priority improvement projects and those goals and policies which address the most current and important issues.

The long-range Transportation Plan calls for continued, periodic improvements of State highways and some highway and bridge reconstruction. In the long-term, the need for maintenance and reconstruction of existing County roads will generally supersede the need for new roads. The scenic quality of the County's transportation corridors will be retained. New developments will be required to construct roads to County standards and may be required to provide road maintenance. Efforts will be made to stimulate recreation and tourism thereby increasing already high percentages of out-of-county traffic. Actions may be taken to generate additional County revenues for road maintenance and other public services from the recreational visitor.

The County will continue toward completion of the County Airport Master Plan. Bicycle and pedestrian facilities will be considered where reasonable in all new construction as a means of improving local travel as well as adding to the County's recreational attractiveness. The County will continue to enforce parking requirements and may upgrade regulations to attenuate certain existing or anticipated parking problems. County policies will encourage efficient use of pipe and utility lines by measures such as combining lines to the fewest possible corridors and easements minimizing extensions to new areas consistent with the County's land use policies. The County's policy of requiring all utility lines to be placed underground will be maintained. The County may request use of South Tahoe Public Utilities District pipeline for development of hydro-power generation or for sewage disposal needs in the Woodfords/West Fork Carson River region. The County will not allow trans-Sierra or other major utility/transmission corridors to be constructed in Alpine County unless utilities are placed underground and provide a direct benefit to Alpine County in accordance with General Plan Goal No. 17, Policy 17f.

KEY

1-13 USGS Maps

W Wilderness

O Open Space

ALPINE COUNTY

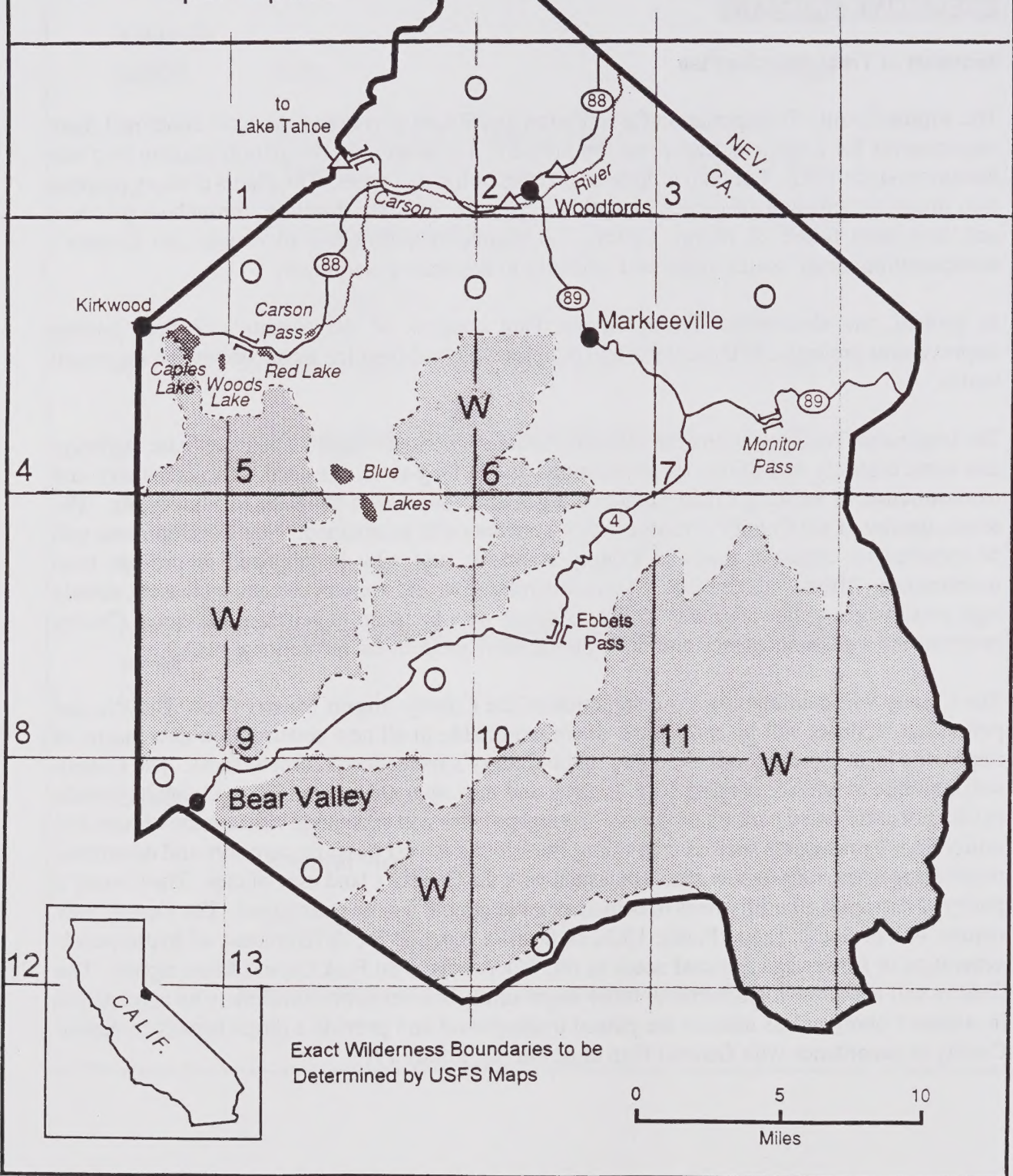


TABLE 1**ALPINE COUNTY TRANSPORTATION PLANNING CALENDAR**

<u>Date</u>	<u>Responsible Agency</u>	<u>Task</u>
Jan. 10	Controller	State Controller sends preliminary STA estimate to ACTC
Before Feb. 1	Auditor	The County Auditor should furnish the ACTC with estimates of LTF (TDA) and State funds to be available during the ensuing fiscal year. (A.C. 6620)
Before Feb. 1	ACTC Staff	Draft Overall Work Programs (OWPs) for the following fiscal year should be submitted to Caltrans for review.
Before Feb. 1	ACTC	The ACTC should establish preliminary transit, bicycle facilities and planning/administration budgets to estimate funds that may be available for streets and roads purposes pending a determination that all unmet transit needs that are reasonable are met.
During March	ACTC	The LTC should hold unmet transit needs hearings. The hearing(s) must be documented and afforded at least 30 days advanced public notice. If it is determined there are no unmet transit needs that can be reasonably met, LTF monies can be allocated for streets and roads or other transportation purposes. After it is determined that all unmet transit needs, that can be reasonably met, are being met, then by resolution, the LTC should transmit its conclusions regarding LTF and STA accounts allocations and expenditures to the County Auditor and Caltrans Division of Mass Transportation in Sacramento.
Quarterly	Auditor	County Auditor reports status of LTF to Alpine County of Business, Transportation and Housing Agency (A.C. 6638).
April 1	CTC	CTC adopts STIP and HSOPP by this date. (Even numbered years)
April 1	Caltrans	Caltrans submits its list of Route Development Plan (RDP) projects (projects needed within 7 to 12 years) to the County. The LTC should submit its comments on the RDP to Caltrans. RDP projects are then eligible for District STIP Candidate Lists. (Tent.)
Before May 1	LTC	Adopt OWP for following fiscal year, submit copies and subvention fund application to Caltrans.

TABLE 1**ALPINE COUNTY TRANSPORTATION PLANNING CALENDAR** Continued.

<u>Date</u>	<u>Responsible Agency</u>	<u>Task</u>
Before June 30	Auditor	The ACTC should establish a budget which includes allocations for the following. Corresponding allocation instructions should be delivered to the auditor. 1. Salaries and mileage for members (PUC 99233.1). 2. Support for the transportation work program for planning and administration purposes (A.C. 6646 and P.U.C. 99233.1). 3. Audits and compliance reports (P.U.C. 99233.1).
Before July 1 (Every three years.)	Auditor	The Alpine County LTC shall send to the Secretary of Business, Transportation, and Housing Agency a triennial performance audit conducted by an independent entity in 1992, 1995, 1998.(A.C. 6662.5).
August 11	Controller	Controller sends revised STA estimates to LTC.
By Aug.1	LTC	RTP update adopted. Copies sent to Caltrans and CTC.
August 15 (Odd numbered years)	Caltrans & CTC	Fund estimate showing County STIP bid target is made available by Caltrans and CTC.
Before Oct. 1	Auditor	Any funds expended for non-transit related purposes shall be reported to the State Controller (A.C. 6665).
Before	Transit	Any transit service operators claiming TDA funds Claimants shall Oct. 28 submit reports of operation to the Alpine County LTC and the State Controller (A.C. 6637).
Dec. 1 (Odd numbered years)	ACTC	RTIP due from the LTC to Caltrans and the CTC.
Dec. 1 (Odd numbered years)	Caltrans	TTIP due from Caltrans to the LTC and CTC.
Dec. 1 (Odd numbered years)	Caltrans	Draft HSOPP due from Caltrans to the LTC and CTC.
Dec. 30	ACTC	LTC and claimant audits due to Caltrans and Controller (A.C. 6751 and 6661).

TABLE 2

LIST OF TERMS AND DEFINITIONS

ADT, (Average Daily Traffic): A measure of the amount of traffic utilizing a route or corridor, passing through a point on a roadway.

Bid Pot (Target): The amount of funds estimated to be available to Alpine County for construction of major new highway projects for which the County must bid through its RTP, RTIP and other means for inclusion by the CTC in the STIP.

Caltrans, (The California Department of Transportation): The State level department responsible for oversight of the Statewide multi-modal transportation system, maintenance of the State Highway system, and other related tasks as assigned by the State Government.

CTC, (California Transportation Commission): The CTC is a 9-member State commission appointed by the Governor and charged with advising and assisting the Legislature and the Administration in formulating and evaluating State policies and plans for transportation programs in California. Special responsibilities include adopting a State Transportation Improvement Program, HSOPP, preparing the Biennial Report to the Legislature concerning significant transportation issues, and evaluating the proposed State transportation budget.

FCR, (Flexible Congestion Relief): A new State Highway Account (SHA) program for funding in the new 7-year State Transportation Improvement Program (STIP) to help alleviate traffic congestion on State highways.

Federal-Aid Secondary Standards, (FAS): Federal road standards that apply to certain designated rural roads and minor State highways for which Federal-Aid Secondary Funds are spent.

Functional Classification: A system of categorizing the County's roads and highways according to their function based on a nationally standardized system. Functional classifications in Alpine County include: minor arterials, major collectors, minor collectors, and local roads. The definitions for each classification are included in this table.

HSOPP, (Highway System Operation and Protection Plan): New State program to rehabilitate and improve safety and operational characteristics on the SHA. HSOPP Programs are not included in the STIP. HSOP is a four-year program adopted annually.

ISTEA (Intermodal Surface Transportation Enhancement Plan): 1991 Federal Law that expanded and reformed federal transportation funding.

TABLE 2

LIST OF TERMS AND DEFINITIONS - Continued

IRRS, (Inter-Regional Roadway System): The IRRS is a series of interregional State highway routes outside of urbanized areas that provides access to and between the State's economic centers, major recreational areas, and urban and rural regions.

IRRS Program: A new SHA program for funding improvements on the IRRS. Improvement projects for this program must be chosen from a 10-year IRRS Plan submitted by CALTRANS to the California State Legislature in February 1990. Programming will be authorized by the biennial CTC adopted STIP.

Local Roads: Routes which service primarily to provide access to adjacent land. These routes provide service to travel over relatively short distances and constitute the rural mileage not otherwise classified.

LTC, (Local Transportation Commission): The LTC is established under requirements of State Government Code Section 29535 and in Alpine County is composed of the Board of Supervisors of the County. The functions of the Local Transportation Commissions are essentially: (1) development and yearly accomplishment of the overall work program (OWP); (2) biennial preparation of the Regional Transportation Plan (RTP); and (3) administration of LTF funds according to the TDA; and (4) biennial preparation of the RTIP.

TDA, (Transit Development Act): For counties under 500,000 population, a pool of funds from a 1/4% of the general sales tax established by SB 325 for local transportation purposes, e.g., community level bus service, bikeways, transportation planning, and streets and roads.

TSM, (Transportation Systems Management): Short range improvements to maximize the efficiency of the existing transportation system; includes traffic engineering, public transportation, traffic regulations, pricing structures, bicycle usage, and operational improvements not requiring construction of added lanes.

Unmet Needs Hearing: Hearings that are required to be held annually by the RTPA to determine whether or not there are any unmet transit needs that can reasonably be met before TDA funds may be used for streets and roads or other transportation purposes (see Section 99401.5 and 99401.6, California Government Code).

A. INTRODUCTION

Purpose of Plan

In 1972, the legislature required that regional transportation planning agencies be formed throughout the State. Among the responsibilities of these agencies were the preparation of regional transportation plans (RTPs).

The Alpine County Local Transportation Commission (Alpine County LTC) has been designated the Regional Transportation Planning Agency for Alpine County. Membership of the Alpine County LTC is the same as the Board of Supervisors. The Alpine County LTC's first RTP was prepared by Caltrans, District 10, under the direction of the Alpine County LTC and adopted in April 1975. Required updates were also prepared by Caltrans and adopted in 1975, 1977, 1978, and 1980.

On June 16, 1981, the Alpine County LTC directed the Central Sierra Planning Council (CSPC) to prepare the 1982 RTP Update in coordination with the County's ongoing General Plan revision project. The Circulation Element has thus been prepared to serve as both the General Plan Circulation Element and the 1982 Alpine County RTP Update. In 1984 the County reaffirmed its 1982 Update as adequate. In 1986, 1988, and 1990 the Central Sierra Planning Council assisted the County in updating the RTP/Circulation Element that was adopted in 1982.

State guidelines for RTPs have some differences compared to the guidelines that direct the preparation of General Plan Circulation Elements. As a consequence, the Circulation Element varies in its detail and organization from the other elements of the Alpine County General Plan.

The primary requirement for the RTP is that it contain separate policy, action and financial elements and an environment assessment. According to the California Transportation Commission's Regional Transportation Plan Guidelines, as revised October 1987, the purpose of a Regional Transportation Plan (RTP) is to:

- ▶ Provide the foundation for transportation decisions by local, regional and State officials;
- ▶ Document the region's mobility needs and issues;
- ▶ Identify and attempt to resolve regional issues and provide policy direction for local plans;
- ▶ Document the region's goals, policies and objectives for meeting current and future transportation mobility needs;
- ▶ Set forth an action plan to address transportation issues and needs consistent with regional and State policies;
- ▶ Identify transportation improvements in sufficient detail to aid in the development

of the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) and to be useful in making decisions related to the development and growth of the region;

- ▶ Identify those agencies responsible for implementing the action plans;
- ▶ Document the region's financial resources needed to meet mobility needs;
- ▶ Provide input to the California Transportation Commission in development of its Annual Report to the Legislature.

According to State Government Code Section 65302 (b) a County General Plan Circulation Element shall include "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan." State requirements for a general plan circulation element parallel those for an RTP except that they add the requirement that "other local public utilities and facilities" be addressed in addition to transportation. For this reason, the RTP addresses the circulation of power, sewer, water and communications as well as people and materials.

Organization

The Circulation Element/RTP Update contains the following six sections:

A. Introduction

The Introduction provides an introduction to the plan, a list of definitions and a description of the region and the existing circulation system(s). The introduction also contains a report of progress in implementing previous plans and a discussion of the relationship of the RTP to other transportation plans.

B. Needs Assessment

The Needs Assessment identifies and documents existing and future transportation/circulation needs and issues in the County and region. It also discusses the trends, projections and assumptions on which the needs and issues are based.

C. The Policy Element

The Policy Element lists County goals, objectives, and policies addressing transportation and circulation needs and issues. They are all organized by transportation mode.

D. The Action Element

The Action Element includes a description of the State and regional planning processes. It also discusses alternatives that have been considered prior to adoption of the selected plan. It then identifies the adopted plan in terms of its short (7 year), mid (7-12 year), and long range (12-20 year) elements. Transportation System Management (TSM) is addressed. The Action Element also provides an action (implementation) summary and the LTC specific transportation improvement program charts.

E. The Financial Element

The Financial Element lists the costs, revenues, deficits/surpluses and alternative funding sources of all programs necessary to maintain an adequate County wide transportation/circulation system.

F. Environmental Review

State law defines both RTP updates and general plan amendments to be "projects" and, as such, requires that they be assessed for the effects they may generate upon the environment. Part F discusses the environmental review processes and procedures followed in the assessment of the environmental impacts of this plan.

Regional Setting, Population and Economic Characteristics

Alpine County comprises 723 square miles of land situated along the crest of the Sierra Nevada in east-central California. The County's topography is characterized by high rugged peaks and ridges, deep canyons, mountain meadows, and numerous streams and lakes. The County is located 15 miles south of Lake Tahoe and is bounded to the east by Douglas County, Nevada. It is crossed generally east to west by State Highways 4 and 88, and north to south by State Highway 89. Approximately ninety-five percent of Alpine County's land area is government owned and administered by the U.S. Forest Service, the Bureau of Land Management, or Departments of the State of California. Percentagewise the County's population increased significantly during the 1970's, growing from 484 persons in 1970 to 1100 in 1980. During the 1980's growth has slowed such that the State Department of Finance estimated total population to be 1100 on January 1, 1991. and 1,170 on July 1, 1995. (The 1990 Census listed County population as 1109 persons.) Although this figure represents the smallest county population in the State of California, it does not include the estimated 2 million seasonal residents and recreational visitors per year.

Most of the population lives near or in the communities of Markleeville, Woodfords, Bear Valley, or Kirkwood. In 1997, recreation and tourism clearly stand as a mainstay of the local economy although government, agriculture, timber, and mining have and will continue to provide valuable contributions.

The Traffic Circulation System

The following is a summary of the region's traffic circulation system, more detailed description may be found in the General Plan Data Base. State highways serving the County are Routes 4, 88, 89 and 207 (see Land Use and Circulation Map). These routes are all minor arterials that provide access to and through the County for intercounty and Interstate travel except for Route 207 which is a major collector serving Bear Valley. They are all, with the exception of Route 207, sparsely connected with a network of major and minor County roads.

Current and projected average daily traffic counts (ADTs) for certain locations along each highway in the County are shown on Map 1 and Table 4. Current traffic counts were prepared by Caltrans District 101 based upon sample counts and calculations. Projected ADTs were derived using past ADT estimates and trend line projections.

There are approximately 134 miles of County roads in Alpine County. On Table 3 these County roads are categorized as select roads and minor roads. Select roads are defined to include all major and minor collectors. Minor roads are defined to include all other local roads. The functional classification of roadways in rural areas (arterials, major and minor collectors, local roads, etc.) are established by the Federal government and explained on Table 2, Definitions. Alpine County also contains a number of roads located on public land administered by the Bureau of Land Management and U.S. Forest Service.

Other elements of the traffic circulation system in Alpine County include aviation, transit, bicycles and pedestrians. Each transportation mode is addressed separately within later sections of the RTP.

Public Utilities Circulation

Public utilities circulation in Alpine County includes transmissions/conveyance systems for water, sewage disposal, communications and energy. The following is a brief summary of each system; details may be found in the General Plan Data Base.

There are presently a dozen water supply systems in Alpine County. All are managed by private entities except for those operated by the Washoe Indian people, or the Kirkwood Public Utility District. Water systems on the County's eastern slope are operated by three private entities and two governmental entities. The Markleeville Mutual Water Company, the Alpine Village Water Company, and the Sorensons Mutual Subdivision Homeowner Association System are each privately owned. Homeowners operate a system that serves the Shay Creek Tract and the Washoe Tribe operates a water system serving the Woodfords Community Council Housing Development in Dutch Valley.

In the Kirkwood area one major water system has been developed that serves the Kirkwood area and another system for snowmaking that draws water from Caples Lake will be operational in 1997. Small systems exist at the Forest Service's Caples Lake and Woods Lake Summer Home

Tracts. Four major water suppliers serve the County's Bear Valley area: 1) the Lake Alpine Water Company, 2) Mount Reba Inc., 3) the U.S. Forest Service, and 4) the Old Bear Valley Homeowner's Association. The Sherman Acres Subdivision, located on the border of Alpine and Calaveras Counties, utilizes individual private wells.

There are presently four wastewater collection and treatment systems in Alpine County: 1) the Markleeville Public Utility District, 2) the Dutch Valley Colony System (Woodfords Community Council), 3) the Kirkwood Public Utility District, and 4) the Bear Valley Water District. All other residential areas in the County utilize individual sewage disposal systems.

On the eastern slope, the Markleeville Public Utility District (MPUD) presently serves the Markleeville townsite area. The Woodfords Community Council Ditch Valley Colony is also served by a sewage system. On the east slope, the Kirkwood Meadows Development is served by a system operated by the Kirkwood Public Utility District. The Bear Valley Water District provides sewage treatment and disposal services to the Old Bear Valley Subdivision, Mount Reba, Bear Valley Ski Company, and some developments at Lake Alpine.

Telephone service to the east slope of Alpine County is provided by GTE. The company's main trunk and exchange lines nearly parallel Highways 88 and 89 as far as Sorensens and Markleeville. On the west slope, microwave telephone service to the Kirkwood-Caples Lake area is provided by the Volcano Telephone Company of Pine Grove, California. At present, service extends past Kirkwood to the Caltrans station near Caples Lake. The Pacific Telephone Company presently provides service to Bear Valley, Lake Alpine and Mount Reba.

Electricity is currently provided to the County's east slope through facilities of the Sierra Pacific Power Company. Liquid petroleum gas (primarily propane) is supplied to individual users by distributors operating out of the Gardnerville/Minden area and South Lake Tahoe. On the west slope, the Kirkwood development produces its own power utilizing diesel generators. However, due to air quality concerns and efficiency, Kirkwood has begun a study with Sierra Pacific to determine the feasibility of constructing a service line to Kirkwood. Gas is distributed throughout the Kirkwood development in underground pipelines. Supplies are contained in a 3,000 gallon bulk tank located at the resort's maintenance yard. Electric power is provided to the Bear Valley region by the Pacific Gas and Electric Company through a distribution system. Private companies on Highway 4 in Calaveras County supply liquid propane gas to customers in the Bear Valley area.

Progress in Plan Implementation

A number of programs and objectives listed in the previous 1982, 1986, and 1988 and 1990 RTP and Circulation Element Updates have progressed or have been completed. After more than 10 years of consistent effort the County achieved inclusion of improvements to Highway 4 at Lake Alpine in the State Transportation Improvement Program (STIP). Because the improvements are still unconstructed and the State faces serious transportation financing deficits, perseverance on this matter is important if results are expected.

The current STP includes a westbound truck-climbing/passing lane in Woodfords Canyon (1997) and an eastbound passing lane in the Woods Lake to Carson Pass area (1998-1999).

Caltrans has consistently rejected efforts to open Monitor Pass in winter months. The 1986 and 1988 RTP updates reflect the County's determination to open the Monitor Pass region for winter recreation, weather permitting, and suggest that a permit process similar to the "Snow Park" program could help offset costs involved. Such a program should be managed to prevent any loss of highway parking.

As requested in the 1982 RTP, the intersection of Highway 88 and 89 in Woodfords has been improved and a hazard sign has been placed at the bottom of the Carson Spur. Five bridges on State highways have been replaced or upgraded. State Highway 88 was improved with the replacement of the Caples Creek Bridge along with some realignment of SR 88. The County has completed the first 20 of the 26 County road improvement projects listed in previous RTPs. State funding was obtained to resurface the County airport and this project was completed. The County has taken direct responsibility for the Central Sierra Stagecoach Transit Service for senior citizens. A social service transportation advisory commission has been formed. No specific bicycle, pedestrian or utility line changes have occurred.

Coordination With Other Plans and Studies

During development of the 1997 RTP Update and Circulation Element of the General Plan, other plans, policy documents and studies addressing transportation in Alpine County were reviewed. In general all other local or regional plans or policy documents are in conformance with the 1997 RTP update and vice-versa.

Several transportation planning studies have been completed which aided in development of the 1997 RTP update. These include a Four County Recreational Transit Demand and Feasibility Study (J. Kaplan and Assoc., Walnut Creek, CA), a Through Traffic Study (California State University, Chico, CA), a Social Services Transportation Inventory and Consolidation Update (Central Sierra Planning Council, Sonora, CA) and a Public Service Transit Feasibility Study (Pat Piras, San Lorenzo, CA). Other aids include an Amador County Traffic Model which includes a portion of State Highway 88 and a Calaveras County Traffic Model and Plan which will address the Highway 4 corridor to Alpine County including Lake Alpine, Bear Valley and Mt. Reba Bear Valley Ski Area and a consultant's report concerning transit services.

Transportation "studies" are different from transportation "plans" in that studies are not adopted controlling policy documents. Transportation studies provide the information and alternatives to be considered by elected governing officials for preparing and adopting transportation plans and official policy documents such as the RTP update and the General Plan Circulation Element(s).

The following is a list of other local and regional plans that were reviewed for conformity with this plan and transportation studies that were considered in preparation of this plan.

- ▶ Access and Transportation in the Foothills, California Governor's Office of Planning and Research, Sacramento, CA, January 12, 1981
- ▶ Alpine County Business Attraction/Airport Site Study, Economic Development Services, Sacramento, CA 1990
- ▶ Evaluation Report of the 1988 Regional Transportation Plans, Caltrans, Sacramento, CA 1989
- ▶ Alpine County General Plan/Transportation Plan Update, Alpine County Board of Supervisors, Alpine County, CA 1982
- ▶ *"Classification of Areas of the State as Attainment, Nonattainment, and Unclassified for State Ambient Air Quality Standards for the California Clean Air Act of 1988"*, State of California, Air Resources Board, Technical Support Division, Sacramento, CA, April 1989
- ▶ Environmental Impact Report for Bear Valley Master Plan, Draft prepared by Justin F. Barber and Eugene Weatherby, Jackson and Auburn, CA, Bear Valley Policy Committee, 1978
- ▶ Final Environmental Impact Statement for the Proposed bear Valley Ski Area Expansion, USDA, Forest Service, C05858, July 1995
- ▶ Final Environmental Impact Report for Kirkwood Meadows Ski Development, Draft prepared by James H. Roberts and Associates, Inc. (N.p.), 1974
- ▶ *"Highway 88 Planning Agreement,"* Counties of Amador, Alpine and El Dorado, Caltrans, USFS and FHWA, 1985
- ▶ Kirkwood Master Plan Amended 1988, Kirkwood Associates, Inc., Kirkwood, CA 1988
- ▶ Recreational Travel to the Mountains, Caltrans, District 10, Stockton, CA, June 1978
- ▶ *"Transportation Development Act Statutes and Administrative Code for 1988"*, Caltrans, Sacramento, CA, January 1989
- ▶ Mt. Reba Bear Valley Ski Area Expansion Draft Environmental Impact Statement, USFS, Calaveras Ranger District, Hathaway Pines, CA 1991
- ▶ "AB 84" (Lancaster) - Requiring project study reports (PSR's) for State highway projects, regional future development lists, district future development

lists, and project study report development plans

- ▶ “AB 3933” (Bates) - Development of intra city and intercity bicycle programs
- ▶ “SB 140” (Deddeh) - Requiring additional State level transportation funding
- ▶ “SCA 1” (Garamendi) - Amends Gann limit to permit collection of revenues to be expended for State transportation programs and implements provisions of SB 300 (1989) and AB 471 (1989)
- ▶ “SB 157” (Mello) - Transportation needs of elderly and handicapped persons in rural areas
- ▶ “SB 498” (Green) - Requires Social Service Transit Advisory Councils
- ▶ “SB 516” (Burgeson) - Allows State to contract for work on highways
- ▶ 1992 Calaveras County Circulation Study, Calaveras County
- ▶ 1994 Amador County RTP Update, Amador County LTC, Jackson, CA
- ▶ 1996 STIP, CTC,

The STIP Process

The State Transportation Improvement Program (STIP) Process is a short range planning process whereby candidate projects are presented to the CTC for programming in the seven-year STIP. No major (\$300,000+) capacity enhancing State highway project is eligible to be worked on or funded unless it is programmed in the STIP. The process involves several steps that must be followed by the Alpine County LTC and Caltrans before any project can be delivered to the CTC for consideration. The process is summarized in chart form on Table 3 and described in further detail in the Action Element.

Caltrans System Planning

Caltrans is required by the statutes (G.C. Section 65086) to conduct long-term State Highway System (SHS) planning through the preparation of Route Concept Reports (RCR's). RCR's are the basis for properly identifying necessary future SHS improvements and possible new transportation corridors.

The System Planning process also consists of the preparation of Route Development Plans (RDP's) which identify the capacity-increasing improvements necessary to maintain an adequate level of

service (LOS) on the SHS. The RDP is used to develop specific projects for inclusion in the District Candidate List then become candidates for inclusion in future RTIP's and PSTIP's, and ultimately in the CTC adopted STIP. RDP's identify projects for the post-STIP 5-year period (i.e., 8 through 12 years).

RCR's and RDP's are prepared in conjunction and cooperation with Regional Transportation Planning Agencies (RTPA's). Draft RDR's are also circulated through affected cities and counties, for review and comment prior to finalizing.

RCR's are prepared for each SHS route, and are recycled as necessary to be representative of current conditions for each specific route.

TABLE 3

STIP - STATE TRANSPORTATION IMPROVEMENT PROGRAM PROCESS

The following schedule lists the major milestones for the development and adoption of the STIP

ODD NUMBERED YEARS

July 15	Caltrans presents Draft Fund Estimate to the CTC
August 15	CTC adopts fund estimate
December 15	Regions submit RTIPs
December 15	Caltrans submits ITIP

EVEN NUMBERED YEARS

February	CTC STIP hearing - North
March 10	CTC publishes staff recommendations
April 1	CTC adopts STIP

Citizen Participation

Many opportunities are provided for public input into the transportation planning process in Alpine County. Citizens are encouraged to attend and speak at bimonthly Board of Supervisors and LTC meetings. Any public correspondence to the Board or LTC is also read and discussed at the meetings. The Public Works Department of Alpine County is frequently used by the public as a source of information and referral concerning transportation matters. Each year public notification is sent out by the LTC to encourage participation in the unmet transit needs hearings that are held annually. The biennial RTP and its environmental document are also adopted following a public review period and public hearing that is duly noticed.

Because the Alpine County RTP also serves as the County's General Plan Circulation Element, two layers of public review are required for adoption of this document. Public hearings are appropriately noticed and held before the County Planning Commission and then the Board of Supervisors and County Transportation Commission. This is done for every RTP update. Public comments may be received in writing or they may be submitted at the public hearing. All such comments are considered and may lead to appropriate changes to the draft document before it is adopted and sent to the State. During the public review periods and hearings, the environmental effects of the plans are also considered pursuant to CEQA requirements.

TABLE 4**COUNTY COLLECTOR AND MINOR ARTERIAL - (SELECT ROADS)**

		<u>Paved</u>	<u>Dirt</u>	<u>Total Miles</u>
#1	Foothill	3.68*		3.68
2	School House	.45*		.45
3	Diamond Valley	7.30*		7.30
4	Hot Springs	3.71*		3.71
5	Blue Lakes	6.98	8.47	15.45
6	Laramie Street	.30		.30
7	Airport	3.60	2.88	6.48
8	Emigrant Trail	3.95*		3.95
	TOTALS:	29.97	11.35	41.32

COUNTY LOCAL ROADS - (MINOR ROADS)

		<u>Paved /Oiled</u>	<u>Dirt</u>	<u>Total Miles</u>
103	Jarvis		1.58	1.58
105	Barber	.35		.35*
106	Monroe Ranch Road		.25	.25*
107	Saw Mill (0.25*)		2.02	2.02
108	Indian Creek		5.33	5.33
109	Mrkle Lookout		1.00	1.00
110	Morning Star		6.34	6.34
111	Silver Hill		3.18	3.18
112	Wolf Creek	3.00	2.30	5.30
113	Highland Lake		5.90	5.90
114	Sunset Lake		3.41	3.41
116	Kit Carson C.G.	.34		.34
117	Alpine Mine		1.32	1.32
118	Burnside Lake		5.85	5.85
122	Woods Lake	1.26	.85	2.11
123	Montgomery Street	.17		.17*
124	Webster Street	.02		.02*
125	School Street	.11		.11*
127	Diamond Valley	.22		.22*
129	Waters Street	.08		.08*
130	Chambers	.84		.84*
131	Long Valley		.90	.90
132	Pleasant Valley	.67*	1.63	2.30
133	Leviathan		2.58	2.58
134	Camp Marklee		.28	.28
135	Douglas Way		.09	.09
137	Bee Gulch		.31	.31
138	Shay Creek	1.14		1.14

COUNTY LOCAL ROADS - (MINOR ROADS) Continued.

		<u>Paved</u> <u>/Oiled</u>	<u>Dirt</u>	<u>Total</u> <u>Miles</u>
141	Hope Valley G.C.	1.03		1.03
158	Dogwood		.71	.71
159	Silvertip	.37		.37
160	Snowshoe Springs	.15		.15
161	Twin Lakes C.G.	.50	.50	
162	Lake Alpine C.G.	.43		.43
163	Crystal Springs C.G.	.50		.50
164	Schneider Cow Camp	.30	.80	1.10
175	Crystal Springs	.67		.67*
176	Old Pony Express	.43		.43*
177	E. Lake Alpine	.35		.35
178	W. Lake Alpine		.59	.59
179	Mud Lake		2.45	2.45
181	Silver Creek C.G.	.80		.80
182	Leviathan Lookout		1.20	1.20
183	Big Springs Road		3.00	3.00
184	Poor Boy Creek		2.00	2.00
185	Station House	.40		.40
196	Blue Lakes		5.65	5.65
198	Carson River	3.20		3.20*
199	Red Vista	.20		.20
200	Odd Fellows Mont.	.20		.20
212	Turtle Rock (0.25*)	1.09		1.09
213	Dixon Mine		1.30	1.30
214	Hawkside Drive	.10	.07	.17*
217	Pioneer Trail Road	.13		.13*
219	Cole Court	.03		.03*
221	Merk Creek Court	.05		.05*
222	Barrett Court	.08		.08*
223	Spring Canyon	.18		.18*
224	Shake Hill	.36		.36*
225	River Ranch	.24		.24
	TOTALS:	18.12	64.76	82.88

ALPINE VILLAGE ROADS

165	Cedar Lane	.04		.04*
166	Pine Avenue	.12		.12*
167	Aspen Way	.07		.07*
168	Sage Avenue	.07		.07*
	TOTALS:	.30		.30*

MARKLEEVILLE ROADS

169	Oxbow	.07		.07*
170	Pinion	.23		.23*
171	Canon View	.06		.06*
172	Lava Cap	.06		.06*
173	Timber Lane	.42		.42*
174	Indian Path	.04		.04*
	TOTALS:	.88		.88*

TABLE 4 (Continued)

		<u>Paved/ Oiled</u>	<u>Dirt</u>	<u>Total Miles</u>
BEAR VALLEY ROADS				
186	Bear Valley	1.57		1.57
187	Quaking Aspen	1.05		1.05
188	Bloods Ridge Road	.80		.80
189	Schimke	.50		.50
190	Monte Wolf	.46		.46
191	John Ebbetts	.35		.35
192	Orvis	.32		.32
193	Fremont	.28		.28
194	Lake	.16		.16
201	Springs Cliff	.13		.13
202	Creekside Drive	1.22		1.22
203	Snowshoe	.58		.58
204	Avalanche	.12		.12
215	Eberhardt Circle	.04		.04
216	Mule Ear	.11		.11
218	No Name Road	.13		.13
220	Cub Lane	.06		.06
	TOTALS:	7.88		7.88
MESA VISTA ROADS				
205	California	.45		.45
206	Topaz Place	.11		.11
207	Carson View	.32		.32
208	Diamond View	.18		.18
209	Nevada	.33		.33
210	Larson Canyon	.19		.19
211	Chisholm Trail	.14		.14
	TOTALS:	1.72*		1.72*

TOTAL MILEAGE.....	133.49*
SELECT ROADS.....	41.32
MINOR ROADS.....	92.17
TOTAL MILES OF DIRT ROADS.....	64.92
TOTAL MILES OF PAVED ROADS.....	28.12
TOTAL MILES PLOWED.....	35.03

* Numbers may vary from the Department of Transportation
Maintained Mileage Report due to rounding off factor.

TABLE 5
CALTRANS DISTRICT 10
ANNUAL AVERAGE DAILY TRAFFIC (ADT)
FOR STATE HIGHWAYS
IN ALPINE COUNTY

Highway	Loc. (See Map 1)	1990 ADT	2010 ADT	2015 ADT
4	A	1,500	2,400	2,700
4	B	900	1,600	1,800
4	C	600	1,600	1,800
4	D	700	1,600	1,800
88	F	2,200	3,400	3,800
88	F	2,500	4,000	4,500
88	G	2,200	3,200	3,600
88	H	2,400	3,200	3,600
89	I	400	1,200	1,300
89	J	700	1,200	1,300
89	K	1,700	3,000	3,200
89	L	2,600	3,500	3,800

SOURCE: CALTRANS District 10,
Traffic Forecasting and Analysis

B. NEEDS ASSESSMENT

Introduction

The RTP guidelines require that existing and future transportation needs and issues be clearly identified and documented. This part of the Alpine County RTP lists, explains and documents the transportation needs and issues that are currently most important at the local, regional and State level. This discussion of needs and issues is preceded by sections concerning trends, projections and assumptions. Trends, projections and assumptions have direct bearing on current and future transportation needs and issues.

Trends and Projections

As stated in the introduction, Alpine County's population grew significantly during the 1970's, then slowed during the 80's and 90's. The State Department of Finance (DOF) estimates that resident population will increase to 1,400 persons by 2000 and to a total of 2,000 by the year 2020¹.

The introduction also points out the County's resident population does not reflect the serious effect that large numbers of recreational visitors or through-county travelers have upon regional transportation facilities. The "Through Traffic Study" conducted by the California State University, Chico, during 1989 and 1990 found that 72% of traffic in the County was recreational traffic and between 45% and 70% was through traffic with no destination in the County. The County may repeat the Through Traffic surveys at a future date in order to develop trends and projections in recreational and through-county traffic.

Changes in population, housing, location of commercial centers, and centers for employment may significantly affect travel patterns and the demand for various transportation facilities and services. Such trends should therefore be considered in the transportation planning process. No such changes have, however, taken place since before 1982.

Alpine County is divided by the crest of the Sierra Nevada into east and west slope geographic regions. Markleeville, Woodfords, and other east slope communities tend to identify economically with Gardnerville, Carson City, Reno and other urban centers located in the State of Nevada. Kirkwood, on the west slope, tends to identify with the east slope and Nevada also because of the services available and, to a lesser degree, with South Lake Tahoe. Bear Valley residents tend to utilize lower west slope communities in Calaveras County and even the Central Valley Area for similar socioeconomic purposes. The Sierra crest becomes a most significant boundary between east and west. Alpine County during winter months when State highway 4 connecting Bear Valley with Markleeville is closed. The 35 miles between them via highway 4 becomes a 155 mile route via highways 4, 49 and 88. This distribution pattern and this set of conditions are projected to

¹ D.O.F. Report 93 P-1, April 1993

remain in effect into the foreseeable future. The County's major sources and areas of employment and commerce are expected to grow with population, but they are not significantly changed otherwise.

ALPINE COUNTY

General Plan Transportation Plan

Circulation Element and General Plan LAND USE MAP

DESCRIPTIONS OF LAND USE DESIGNATIONS SHOWN BELOW ARE FOUND IN THE DEVELOPMENT ELEMENT

W	WILDERNESS
OS	OPEN SPACE
PD	PLANNED DEVELOPMENT
RH	RESIDENTIAL HIGH DENSITY
RM	RESIDENTIAL MEDIUM DENSITY
RL	RESIDENTIAL LOW DENSITY
RR	RURAL RESIDENTIAL
NC	NEIGHBORHOOD COMMERCIAL
C	COMMERCIAL
IND	INDUSTRIAL
INS	INSTITUTIONAL
RS	RECREATIONAL SITE
WD	SOLID WASTE DISPOSAL SITE
SH	SCENIC HIGHWAY
SE	STREAM ENVIRONMENTS GOVERNED BY SPECIAL STANDARDS SEE LAND USE ELEMENT SECTION 11
HWF	HAZARDOUS WASTE FACILITY SEE LAND USE ELEMENT

	STATE HIGHWAY
	MINOR ARTERIAL
	COUNTY COLLECTOR & MINOR ARTERIAL
	COUNTY MINOR
	AIRPORT
	HELIPORT
	TRANSIT ROUTE
	BIKE ROUTE

north

0 1 2 miles





Current and projected average daily traffic counts (ADTs) on the State highways have been calculated using trend line projection methods and are shown on Table 5. The functional classification of State highways and County roads change very infrequently and are reflected on the Circulation and Land Use Map (foldout, Map #2).

Indian lands in other parts of the corridor planning area could see development. The 1994 Washoe Tribe of Nevada and California Comprehensive Land Use Plan projects residential development of 20 one acre lots and 28 acres of commercial development on Indian lands along highway 88 northeast of Woodfords.

The adopted Kirkwood Master Plan was amended in 1988. The planned loop of Kirkwood Drive was dropped from the plan. An easterly loop connection will be installed, but it will remain unpaved and be for emergency use only. The plan still indicates that the improvements to the intersection of Kirkwood Meadows Drive and State Highway 88 as redesigned on the Master Plan will be required by Caltrans as a condition of approval of a specific future project.

According to the long term expansion plans being considered for the Bear Valley ski area, new roads and parking areas can be anticipated. Reliance on "transportation ski lifts" and increased ski area transit service are also likely components of any large scale expansion. At Bear Valley a lift is planned between the ski area and the Bear Valley subdivision. According to the ski area's preferred plan, similar transportation lifts may one day serve expansion into the East Bowl area northeast of the present skiing facilities. The Bear Valley expansion draft E.I.S. suggests transit services could mitigate the lack of adequate parking identified with the USFS and ski area expansion proposals. Details of this plan can be obtained from Stanislaus National Forest, Dorrington Office. A weekend ski-bus service from Calaveras Co. to Bear Valley has been in operation by a nonprofit group since 1994, partially funded by Alpine County.

The "Four County Recreational Transit Demand and Feasibility Study" recommends that skier transit services should be encouraged and expanded within certain parameters. Kirkwood operates an inner-ski area shuttle service to transport skiers between the parking lot or their homes and the ski area facilities. Kirkwood also provides year-round transit services for employees living in Woodfords, Markleeville, Gardnerville and South Lake Tahoe.

The limited size and dispersed nature of the County's population are a major reason that County involvement in mass transit or its expansion remains limited. As the County's population increases the number of persons that are handicapped, disabled or otherwise unable to drive, can be expected to increase. The number of transit dependent persons will, however, remain small and travel distances and transport costs will remain too high for practical operation of a transit system. That is the reason that an on-call transit service for seniors that the County operated for a short time had to be discontinued.

The Alpine County Airport serves approximately 100 aircraft annually. The Airport Manager estimates that air traffic at the facility will increase approximately 10% to 15% per year through the short term planning period (5 years). At present there are no aircraft based at the Alpine

County Airport. The California Aviation System Plan (California Division of Aeronautics) projects that there will be a number of aircraft based at the airport within the long term future (20 years). These projections could be exceeded if recommendations of the "Alpine County Business Attraction/Airport Site Study" (Moldenhauer Eng. Co., Davis, CA, 1990) are accomplished.

No detailed estimates of current or projected bicycle/pedestrian use in Alpine County are available at the present time. Some special bicycle events have been growing in popularity, however, most notably the "Markleeville Death Ride."

One formal study of current and future parking needs has been conducted in the County's Markleeville area. The County's Public Works Director has commented that on-street parking does become congested in periods of the summer tourist season and when California Lotto jackpots bring Nevada residents into town to buy Lotto tickets. Should recreation and tourism increase in east slope communities, it may be projected that parking needs may also increase along State highways, at trail heads and in communities.

A parking lot survey was also conducted at Bear Valley during the winter of 1990/91. The purpose of this survey was to determine the cause for perceived parking inadequacies. Additional parking appears necessary, however, details concerning who should be responsible for parking development and where, remains unresolved.

Assumptions

The 1975 Regional Transportation Plan and subsequent updates have provided assumptions on which these plans have been based. Assumptions from previous RTPs are updated and expanded in this section. Significant changes that occur in any of the listed assumptions should help signal where appropriate changes should be made in future RTP updates and General Plan amendments.

Assumption 1: Population will reach approximately 2,000 by the year 2020. This increase will be distributed primarily among existing communities in the Kirkwood, Bear Valley, Markleeville and Woodfords/Fredericksburg/Dutch Valley areas. Most of the population increase will occur as a result of immigration attracted by new employment created by the expansion of Kirkwood. The composition of the County's population will include approximately 15% elderly (65 years and over) and more than 20% Native Americans.

The population projections are provided by the California Department of Finance. The assumption regarding distribution is based upon the Kirkwood and Bear Valley Master Plans and a number of circumstances that exist in the Markleeville/Woodfords/State line corridor area including the number of existing lots, plans for Washoe Tribe housing, and the availability of public services. Assumptions regarding migration and population composition are based upon trends of the 1970-80 decade as documented in the 1986 Housing Element of the Alpine County General Plan.

Assumption 2: Employment will increase especially in the trade and services sector as recreation and tourism grows. Development plans for Bear Valley Ski Area and Kirkwood Meadows on the County's west slope will provide an indication of how and where recreational development will occur. Community and business leaders are making efforts to improve recreation and tourism on the east slope as well. Some of these efforts are reflected in the goals, policies, and implementation measures of this General Plan and RTP update.

Assumption 3: Housing availability will continue to be a limiting factor in Alpine County. The lack of housing is documented in the approved Housing Element to the Alpine County General Plan. This factor may slow growth and continue to cause some persons employed in the County to commute from outside the County. An employee housing needs study for both Bear Valley and Kirkwood was accomplished in 1992 which recommends a significant increase. That study will be taken into consideration to update the resort area specific plans.

Assumption 4: The greatest majority of the traffic in Alpine County will continue to be generated by out-of-county drivers. A Caltrans study conducted in 1978 indicates that up to 98% of the traffic on State highways in Alpine County is recreation traffic. The Through Traffic Study prepared for the Alpine County LTC in 1990 documented that only 2% of the traffic surveyed around a holiday weekend in summer was by local residents. This number increased to 5% during surveys conducted around a non-holiday winter weekend.

Assumption 5: Modal choice will continue to be private automobile. As pointed out in the County's 1975 RTP "The small population is spread over large areas, with relatively long distances between residences and services or employment, making trips largely dependent on the automobile."

Assumption 6: The costs of transportation related projects will escalate by an average of 4.5% per year for the next 5 years. These escalating rates are consistent with Caltrans and CTC planning documents.

Assumption 7: The list of projections and assumptions will not be upset by such catastrophes as war, economic failure or major natural calamities.

Needs and Issues

In this section, regional and State transportation needs and issues are identified. These are the unsettled problems or matters which determine the scope and priorities of the RTP. Needs and issues provide the framework for establishing goals, policies, objectives and programs for implementation which are presented in the following Policy and Action Elements. The numbering of needs and issues is for purposes of organization and does not necessarily reflect any order of prioritization.

Need/Issue No. 1

THE LTC SHOULD ENCOURAGE THE CALIFORNIA TRANSPORTATION COMMISSION TO PURSUE OPPORTUNITIES TO REDUCE HEAVY TRUCK TRAFFIC ON STATE HIGHWAY 88.

Highway 88 has become a major year-round trans-Sierra route and has been added to the National Highway System with the designation of a scenic highway. In the winter it is one of only three trans-Sierra routes available and frequent slides on Highway 50 put additional pressure on its limited capacity. It is important to Interstate commerce as well as the local economy. Increased use of the narrow, steep mountain highway by large trucks slows circulation and causes congestion.

In 1985 a Highway 88 Planning Agreement was adopted by Alpine, Eldorado and Amador Counties, Caltrans, US Forest Service and the Federal Highway Administration which established an agreed to minimum hourly Level of Service (LOS) of "C". It is important to the local economy for Alpine County to monitor actions that could affect that LOS by adding significant truck traffic to Highway 88 and encourage consideration of alternative routes.

The six (6) mile section of highway running through Woodfords Canyon between Woodfords and Picketts Junction has a long, steep westbound upgrade. Double striping requirements have severely restricted passing opportunities along this route.

Need/Issue No. 2

IMPROVED WINTER ACCESS TO OR THROUGH MONITOR PASS (SR 89) WOULD AID THE DEPRESSED MARKLEEVILLE ECONOMY

The Alpine County Board of Supervisors/LTC passed Resolution #81-6 seeking a snow removal class "C" designation for Highway 89 over Monitor Pass. The State provides five levels of snow removal and ice control service on State highways (A through E). Highway 89 over Monitor Pass is presently classed E. Class C would provide that the pass be kept open during and after storms on a third priority basis. On the request of State Senator John Garamendi, Caltrans conducted a study of the costs involved in providing class "C" snow and ice removal on the pass. The study concluded costs may be \$100,000 to \$150,000 per year. An issue that is of State concern but that was not calculated in the recent study involves safety of the route during winter months. The California Department of Transportation has subsequently responded negatively toward the local effort citing "There does not appear to be enough public demand for Monitor Pass in the wintertime to justify the significant cost of keeping it open." (Adriana Gianturco, Director of Transportation, State of California, personal correspondence with Franklin F. Jerauld, Supervisor, Alpine County, 1981.)

The County Board of Supervisors resolved that opening of the route was in the best interest of both the citizens and businesses of Alpine County and of the persons who wish to avail themselves of winter recreation opportunities in Alpine County. The route is also 17 miles shorter for travelers traveling north on Highway 395 then west on Highway 88. Needs of local business are well documented in the General Plan Data Base. Improvement of the local economy on the eastern slope of Alpine County is a major issue addressed consistently throughout other elements of the County's General Plan.

Since the main purpose of opening the Monitor Pass region in winter is to make available recreational opportunities in the area and to provide critical off-season economic help to Markleeville, the County would consider class C snow removal only up to the pass area from the Markleeville side as a reasonable alternative to plowing all the way over the pass. This would provide access to the pass area for recreation purposes. Improvements to the route should thus be much less costly and health and safety concerns should be lessened considerably. The County should market the recreational potential of the Monitor Pass area.

Need/Issue No. 3

LOCAL ECONOMIC CONSTRAINTS EFFECT ROAD AND HIGHWAY FUNDING

The County's small population and its dependence upon urban centers outside the County for many goods and services cause a significant drain of dollars generated in the local economy. This leakage hinders attempts to expand local business activity. The local government faces fiscal difficulties associated with cutbacks in Federal and State funding and new, as well as traditional, limits to its ability to generate significant property tax revenues. These and other factors have led to a greater concern for the provision of public services and facilities than has existed in the past.

Need/Issue No. 4

COUNTY MINIMUMS AND OTHER TRANSPORTATION FUNDING MECHANISMS USING COUNTY POPULATION AND STATE HIGHWAY MILEAGE FOR ALLOCATION PURPOSES ARE NOT FAIR CONSIDERING THE AMOUNT OF RECREATIONAL AND THROUGH TRAFFIC USING ROADS AND HIGHWAYS IN THE COUNTY

There is an inequity in the distribution of State highway funds to rural counties that attract large numbers of recreational motorists in addition to their County population. Formulas for allocating State highway account county minimums need to be adjusted to compensate for this inequity. Neighboring Mono County has received a minimum amount of extra State Subvention (transportation planning) funds due to through traffic and its seasonal population, but Inyo, Mono, Alpine and perhaps other rural counties

deserve greater State highway allocations.

During 1989 and 1990, the LTC sponsored a "Through Traffic Study" which surveyed travelers in and through Alpine County. The study analyzed survey results and concluded the following: "Of the funds allocated to northern California counties (approximately 40%, with 60% going to southern California), 75% is based on county population and 25% is based on road miles in the County. Alpine County is at a clear disadvantage under this allocation system in that it has a low population base with more than 90% of its traffic volumes with origins and destinations being out of the County. This disproportional volume of traffic to population ratio penalizes Alpine County in receiving adequate funding for State highway projects. The County should bring this inequity to the attention of the California Transportation Commission and lobby the commission to revise its formula for funding rural counties. A revised formula should include out of County traffic volumes as well as other criteria determined by the commission." The CTC's "Rural Counties Task Force" could be valuable in this effort.

Need/Issue No. 5

COUNTY "MINIMUMS" FOR STATE HIGHWAY FUNDING ARE NOT BEING MET

Senate Bill 215 adopted in 1992 was to insure that a certain percentage of highway funds were to be spent in all counties including Alpine County (a practice known as "county minimums"). Legislation (AB 471 and SB 300) tightens the County minimum requirement. In the previous quinquennium, or the first quinquennium, the County was under programmed \$3.2 million. This \$3.2 million deficit was not carried over to the current quinquennium and therefore it was lost to the County. Recent legislation (SB 300 and AB 471) requires that County minimums must be programmed before the end of the second/third quinquennium (FY 92/93). There is, however, no similar regulation to insure that unspent county minimums will not be lost if unspent or not programmed between the third and fourth quinquennium (FY 97/98).

Need/Issue No. 6

PARKING AND TRANSIT DEMAND WILL BECOME A GROWING ISSUE AT BEAR VALLEY SKI AREA AND BEAR VALLEY

The Bear Valley Expansion E.I.S. documents the fact that existing parking area at the ski resort is inadequate during peak days and this creates a strain on nearby Bear Valley subdivision parking facilities. The report also describes five alternatives for expansion of the ski resort. The two most expansive alternatives which are the two recommended alternatives both fall short of providing the parking areas required for their respective projected skier demands. Both these alternatives rely upon transportation ski lifts from Bear Valley but do not propose to add parking at Bear Valley. Both alternatives also suggest increased transit could help the situation, but make

no direct requirements that assure transit will be provided. The increase in cross-country skiing at Bear Valley also impacts existing parking and Highway 4 and adds to the need for additional parking. The possibility of gaining additional parking on Forest Service Land in Bear Valley is under review, as is expansion of the Calaveras/Bear Valley Bus service.

Need/Issue No. 7

WIDENING OF THE BRIDGE AT MARKLEEVILLE IS NEEDED DUE TO ITS USE BY PEDESTRIANS, BICYCLISTS, PARTICULARLY SCHOOL CHILDREN, AND ITS LACK OF SIDEWALKS.

The bridge on Highway 89 over Markleeville Creek in Markleeville was built in 1928. Although it is structurally sound, it is of substandard width and it contains no space for pedestrian or bicycle traffic.

Need/Issue No. 8

IMPROVEMENTS TO STATE HIGHWAYS 4 AND 88 IN CALAVERAS AND AMADOR COUNTIES ARE OF VITAL CONCERN TO ALPINE COUNTY

In 1976 the Alpine County Board of Supervisors passed Resolution #76-123 which stated that certain improvements to Highway 4 in Calaveras County should be considered by the State to be a higher priority than improvements to highways in Alpine County. In 1988 Alpine County was active in the establishment of the "Ebbetts Pass Coordinating Committee" which monitors the Highway 4 corridor in Calaveras County and is similar to the Tri-Tac group which has studied Highway 88 since approximately 1978. The "Ebbetts Pass Coordinating Committee" also has representatives from Caltrans, Calaveras County, Big Trees State Park, the California Highway Patrol and Department of Forestry, and the Stanislaus National Forest. The LTC contributed transportation planning funds to help fund a Highway 4 corridor plan and circulation study.

The County also feels strongly that improvements to Highway 88 in Amador County will also benefit Alpine County. East bound passing lanes have become a high priority need expressed by the Amador County LTC especially since enforcement of barrier striping requirements has impacted passing opportunities. The Alpine County LTC supports Amador County's efforts and notes there is also a significant need for westbound passing lanes on Highway 88 in Amador County. There are presently few westbound passing lanes and minimal westbound turnouts on this 60-mile stretch of highway between the Amador/Alpine County line to Jackson.

Need/Issue No. 9

HIGHWAY 4 AND 207 BETWEEN BEAR VALLEY AND HIGHWAY 89 NEEDS A NUMBER OF SAFETY IMPROVEMENTS

Highway 4 is the most direct physical link between the expanding

community of Bear Valley and the County seat in Markleeville. It receives significant recreation traffic during the summer months. Improvements for purposes of safety as well as convenience are needed along the route. Alternatives for improvement of the entire route have been studied by Caltrans. (Caltrans, District 10, State Route 4 and Alpine County -- A Discussion of Possible Improvement Projects -- Stockton, CA 1979.) Caltrans listed operational/safety improvements in the 1987 and 88 RDP's. The Alpine County Transportation Commission does not support major improvements of the full length of the highway. The Commission does, however, feel that certain limited portions of the existing route need to be upgraded for safety purposes (HSOPP).

Need/Issue No. 10

THERE IS A NEED TO CAREFULLY MANAGE FUNDS FOR MAINTENANCE AND NEEDED ROADWAY IMPROVEMENTS ON LOCAL ROADS

Funds for maintenance of Alpine County roads come primarily from gasoline tax revenues allocated by the State Controller and National Forest Receipt Act payments. County income from Forest Receipt Act payments fluctuates each year and is declining. Until gas tax revenues increase County roads are falling farther into disrepair. As much as thirty miles of the County road system have been downgraded to minimal maintenance status. The State has encouraged local governments to try and raise local sales taxes or establish assessment districts to generate needed revenues. In Alpine County, such efforts would hurt local residents more than they would help gain in revenues from tourists.

Limited Federal Exchange funds are available to the County through Caltrans for County road reconstruction (and new road) projects. State and Federal legislation defines the difference between road maintenance and road reconstruction. Other County roads continue to serve without adequate surfaces or alignments. According to the County Public Works Director, the cost of reconstructing a road can be ten times the cost of timely maintenance.

In addition to the need for major reconstruction or upgrading of existing County roads, new County and private road construction will be necessary in the near and long-range future. The cost of constructing new roads to County standards can run between \$300,000 and \$500,000 per mile. Once constructed, new roads in mountainous country can generate high maintenance and snow removal costs. The costs of constructing and maintaining new roads may need to be passed directly on to the public and the number of private roads in the County may grow.

ESTABLISHING EXTENSIVE TRANSIT SYSTEMS IN ALPINE COUNTY IS ECONOMICALLY INFEASIBLE AND COULD AFFECT SERVICE TO SENIOR CITIZENS AND DISABLED PERSONS

The County's small and widespread population means that any transportation service will serve only a small number of persons and involve long travel distances. The Alpine County LTC and the Alpine County Board of Supervisors took responsible steps toward maintaining a minimum level of service for transit dependent persons in Alpine County. In 1988 the County took over transit service formerly being provided by the Central Sierra Agency on Aging (CSAAA). This service was provided in connection with the Senior Nutrition Program and comprised, essentially, of transporting seniors for lunches at the senior center and once-a-week shopping and medical trips to Gardnerville. When the County took over the service, it met a legal dilemma with State transportation funding laws.

The Transportation Development Act (TDA) provides the County with two sources of funds which can be used to help establish and maintain transit services (SYA and LTF). The Alpine County LTC allocated approximately \$2,000 per year in TDA funds under Article 4.9 to provide transit services to seniors and handicapped persons on the east slope in 1990. In 1991 the service was redesignated "Public Transit" and approximately \$18,000 was allocated per Article 4.0. According to the law (TDA, Article 4), since the County took over service from the failed CSAAA, it must make services available to the general public. Under this scenario the service would have to meet the 10% farebox return requirement and be responsive to all members of the public, not just senior citizens and disabled persons.

The low incomes of persons using the service and the high expense of long travel distances involved combine to make it virtually impossible for the transit system to meet the 10% fare box requirement. Record keeping, management, maintenance and other duties associated with expanded public service could create an expensive new County department. The County is reluctant to take on management of a public transit service which may not be economically viable.

Recent legislation requires the County to develop and maintain an inventory of social service transportation providers and an action plan for consolidation of such services (AB 120 and SB 826). Table 6 contains the County's 1990 social services transportation inventory. The County's attempt to develop a social service transportation consolidation action plan faces a number of constraints. Washoe Tribe vehicles, for example, cannot be used for the general purposes listed above.

The Alpine County Social Service Transportation Inventory and Action Plan 1990 Update reports that on the basis of public surveys and interviews that were conducted it appears there may be transit needs in Alpine County that are not being met. The report concludes however, that more information is needed regarding the exact nature of these needs to determine whether or not they are reasonable to be met. The exact information needed for the LTC to consider expansion or consolidation of service includes (1) the time service is needed, (2) specific origins and destinations, (3) number of riders, (4) willingness to ride public transit, and (5) willingness to pay 10% farebox or more.

During 1988 Alpine County formed a Social Services Transportation Advisory Council as required by SB 498. In spite of the fact that the County's small population made adequate representation difficult, the Council has met several times and has assisted the LTC in accommodating the needs of the County's transportation disadvantaged but has been inactive since the LTC determined in 1995 that the Social Service Transit Program did not achieve the County "reasonable-to-meet" criteria, and discontinued the program (see POLICY IV D-1.4).

Need/Issue No. 12

LACK OF CERTAIN FACILITIES INCLUDING FUEL, COMMUNICATIONS, AND SHELTER AT THE ALPINE COUNTY AIRPORT LIMIT ITS USE

The Alpine County Airport is presently the only State designated general aviation facility within a 20-mile radius. The airstrip is of importance to the current and future welfare and development of Alpine County.

In spite of recent grant funds received to maintain the airport runway, the general lack of adequate amounts of State or Federal aeronautics funds to support expansion of the County airport, is an issue that needs resolution. The State has used the aeronautics funds in other counties.

The Alpine County Airport presents an opportunity to create jobs and help reverse the flow of cash out of County and out of State that cripples the east slope economy. Other elements of the County General Plan address the potential to bring light industrial uses to the airport to share the cost to install infrastructure and help the local economy. During 1990 the State Department of Housing and Community Development funded the Alpine County Business Attraction/Airport Site Study to study this potential. The study listed the following specific needs:

- ▶ There are no serviced industrial sites in Alpine County. The lack of infrastructure inhibits both business attraction and improvement of

the airport by private developers and operators.

- ▶ The airport site is the best location for industrial development, assuming that water can be found for the site.
- ▶ A preliminary design plan calls for a 46-acre parcel to be developed for an industrial park, starting with a 15.8 acre parcel in Phase I. Estimated costs to put the infrastructure in place for Phase I are approximately \$458,000. Use of interim alternative options could reduce the initial costs somewhat.
- ▶ The industrial park should offer low cost, clean and functional space to small business establishments, especially for local startups and expansions.
- ▶ The airport runway was repaired in FY 1991-92. Other infrastructure improvements are required, especially power, before a fixed base operator can be attracted. Interest has been expressed to provide facilities and services if the infrastructure can be provided.
- ▶ A market study is needed to verify and assess demand for hangar space in the region. Service providers feel there is a demand sufficient to support airport services and hangar space.

Need/Issue No. 13

THERE IS A CONCERN FOR SAFETY ON CURRENT ROADS AND HIGHWAYS THAT ARE INADEQUATE TO HANDLE BOTH AUTOMOBILE AND BICYCLE TRAFFIC

The assumption is made that, as County population grows, interest in non-motorized travel including the bicycle will increase among local residents. Bicycle touring is also part of the County's recreation and tourism industry thereby contributing to the local economy.

Hot Springs Road not only provides touring cyclists access from Markleeville to the State operated Grover Hot Springs and campground, but as population grows it will be increasingly utilized by local cyclists and pedestrians. A feasibility study to identify alternative multi-use trail configurations from Grover Hot Springs to Markleeville was initiated in 1995, funded through ISTEA, the California Bicycle Transportation Act and the Transportation Development Act. At present, Hot Springs Road is considered too narrow for bicycle traffic. State Highway 4 is also a scenic ride for touring cyclists although it is narrow, steep and winding. Highway 89 between Markleeville and Woodfords is a signed bicycle route with extra-width striping and shoulders.

Need/Issue No.14

LITTLE EMPHASIS HAS BEEN PLACED ON PEDESTRIAN CIRCULATION IN ALPINE COUNTY PLANNING AND DEVELOPMENT IN PAST YEARS

Adequate pedestrian facilities provide for the safety and enjoyment of local residents, and if properly developed they can attract visitors to local communities and entice passing travelers to stop. Certain businesses in Markleeville voluntarily utilize the "boardwalk" concept and the Kirkwood Mast Plan addresses pedestrian circulation by proposing designated trails, separated from vehicular traffic. Hiking, jogging, cross-country skiing, and other non-motorized modes of travel are aspects of the County's recreation industry and can be valuable to the local economy. The Trails study noted in 13, above, will include parking analysis of the Markleeville area.

Need/Issue No. 15

ON-STREET PARKING IN CERTAIN AREAS OF THE COUNTY HAVE GENERATED PROBLEMS FOR SNOW REMOVAL

In the Markleeville and Woodfords area inadequate parking and/or improper use of existing parking areas create problems for winter snow removal operations by narrowing the travel way and hampering snow removal equipment operation. On street parking may also have to be restricted in these areas and in other residential developments during snow periods.

Need/Issue No. 16

THERE IS A NEED FOR WINTERTIME OFF-STREET PARKING ALONG STATE HIGHWAYS IN THE COUNTY

The need for off-highway parking is increasing particularly in the Hope Valley area due to the increasing popularity of winter sports including cross country skiing, snowmobiling, dog sledding, and snow play. The "snow park" permit process requiring autos to purchase permits to park in specially plowed areas has helped to alleviate this need somewhat. Better parking facilities for winter recreationists are still needed at Picketts Junction, Scotts Lake, Willow Creek and Bear Valley.

Need/Issue No. 17

AGING PUBLIC UTILITY FACILITIES SERVING THE MARKLEEVILLE AREA ARE IN NEED OF SERIOUS IMPROVEMENT, YET FUNDS ARE NOT AVAILABLE

The Markleeville Water Company system and the Markleeville Public Utility system were both installed more than 20 years ago with the impression that population growth in the Markleeville area would occur. Lack of assumed growth has lead to a situation where numerous maintenance and improvement needs have come due yet the revenue base is not adequate to handle the costs.

Need/Issue No. 18

USE OF ALPINE COUNTY FOR MAJOR TRANS-SIERRA UTILITY LINES COULD SEVERELY IMPACT AESTHETIC, ECONOMIC AND OTHER IMPORTANT VALUES

Alpine County has been subjected to proposed through-county utility lines such as the Sacramento Municipal Utility District and Sierra Pacific Power Company intertie proposal discussed in 1985 and 1986. The County does not permit the construction of major utility routes, including pipelines, across the County. By ordinance, a County permit is required for any power line intended to carry 100,000 volts or more. A trans-county power line or pipeline would be inconsistent with a number of general plan goals and policies, especially those involving scenic resources. Such goals and policies and County ordinances include the requirement that all utility lines be placed underground. An underground power line of less than 100,000 volts to serve Kirkwood is under consideration for siting alternatives.

Need/Issue No. 19

HISTORICAL ROAD RIGHT-OF-WAYS SHOULD REMAIN AVAILABLE TO THE COUNTY

Revised Statute (RS) 2477, is a law that was enacted in 1866 to grant rights-of-way for constructing highways across unreserved public lands. The law was repealed in 1976 with the passage of the Federal Land Policy and Management Act (FLPMA), but public highways validly acquired before 1976 were not terminated. There has been an ongoing controversy concerning the definition of "validly acquired" and the requirement for the Forest Service to allow access over such routes. Board of Supervisor's Resolutions R93-69 and R95-59 on this issue should be pursued with the US Forest Service to establish County rights.

TABLE 7

ALPINE COUNTY AIRPORT INFORMATION

- | | | |
|-----|--|--|
| 1. | Airport: | ALPINE COUNTY AIRPORT
Route 1, Box 37
Markleeville, CA 96120 |
| 2. | Airport Manager or Contact: | Leonard Turnbeaugh
(916) 694-2140 |
| 3. | Airport Classification: | Basic Utility 1 |
| 4. | Airport Elevation: | 5,867 |
| 5. | FBO (Fixed-base-operator Facilities): | None |
| 6. | Annual Operations: | 100 |
| 7. | Scheduled Air Carrier: | None |
| | Commuter: | None |
| 8. | Runway Dimensions: | 50' x 4,440' |
| 9. | Runway Lighted: | No |
| 10. | Number of Based Aircraft: | None |
| 11. | Number of Permanent Parking
Spaces (Uncovered): | None |
| 12. | Number of Hangar Spaces: | None |
| 13. | Number of transient parking spaces: | 10 |

SOURCE: Leonard Turnbeaugh, Alpine County Manager, 1999

C. POLICY ELEMENT

Introduction

The purpose of the Policy Element is to provide direction to State and local government when making day-to-day decisions regarding transportation matters. LTC goals, objectives, and policies express the concerns and desires of the County and its communities and give decision makers guidance in developing programs or making requirements that will address transportation needs. The policy element also presents regional input for consideration in the State's evaluation of significant transportation issues in the CTC's annual report.

- ▶ A goal is the end toward which effort is directed; it is general and timeless.
- ▶ A policy is a direction statement that guides actions for use in determining present and future decisions.
- ▶ An objective is a result to be achieved by a stated point in time. It is capable of being quantified and realistically attained considering probable funding and political constraints. Objectives are successive levels of achievement in movement toward a goal, and should be tied to a time-specific period for implementation programs.
- ▶ Implementation measures specify the persons or agencies responsible, the time frame and other necessary information for obtaining objectives.

The goals, policies and objectives of the policy element are intended to relieve current or impending needs or issues which are identified in the previous needs assessment section of the RTP. Goals, policies, and objectives are not prioritized (improvement program priorities are found in the action element). The numbering of goals, policies and objectives is organized to be integral with other elements of the County General Plan.

State Highways

ELEMENT IV - SECTION C

G. P. GOAL NO. 29 MAINTAIN THE EXISTING SCENIC QUALITY AVAILABLE ALONG ALL OF ALPINE COUNTY'S HIGHWAYS

ELEMENT IV - SECTION C

G. P. GOAL NO. 30 IMPROVE SAFETY AND CIRCULATION ON STATE ROUTE 88 TO AND THROUGH ALPINE COUNTY

OBJECTIVE NO. 30 Improvements to State Highway 88 should be constructed as they are listed in the County's Highway Improvement Program and RTIP (Action Section, Chart IV-1).

IMPLEMENTATION MEASURE: The Alpine County LTC's responsibilities for ensuring that this regional need is met includes:

1. Listing the regional highway improvement needs in RTP updates;

2. Listing the regional highway improvement needs in the RTIP;
3. Insure that a Project Study Report (PSR) is completed for the project;
4. Working with Caltrans to insure inclusion of regional highway improvement needs in Caltrans system planning, the PSTIP and the candidate list; and
5. Lobbying the California Transportation Commission for inclusion of this project in the State's Transportation Improvement Program (STIP).

Regional highway needs are listed in the Alpine County LTC's Highway Improvement Programs shown in the Action Element. Background and justification are addressed in the Needs Assessment Section of this RTP. The procedure to be utilized by the Alpine County LTC in influencing the STIP process is outlined on Table 3, the STIP process. It essentially involves local adoption of biennial RTPs and RTIPs, awareness of and communication with Caltrans regarding their PSTIP and candidate list, communication with CTC staff and attendance at the CTC's STIP hearings every other year to argue consistently and factually the importance of this and other highway projects.

POLICY NO. 30

The Alpine County LTC supports Amador County LTC's policy that passing lane opportunities that are lost on Highway 88 in Amador County due to Federal and State mandated barrier striping requirements should be mitigated by construction of added passing lanes without affecting County minimums.

ELEMENT IV - SECTION C

G. P. GOAL NO. 31 IMPROVE SAFETY AND CIRCULATION ON STATE HIGHWAY 4 TO AND THROUGH ALPINE COUNTY

POLICY NO. 31a

The remainder of Highway 4 from 207 to 89 in Alpine County should be maintained and upgraded for safety and maintenance purposes as per its current status.

POLICY NO. 31b

Improvements to State Highway 4 in Calaveras County are important to the social and economic well being of Alpine County citizens in the Bear Valley region and they are therefore supported by the Alpine County LTC.

OBJECTIVE NO. 31a

The Alpine CTC's second priority State highway improvement project is construction of a passing lane on State Highway 4 between Arnold, in Calaveras County, and Bear Valley, in Western Alpine County.

IMPLEMENTATION MEASURE: The steps to help accomplish establishment of a passing lane per Objective 3.4 are listed under Implementation Measure IV A-2.11 above. If the passing lane is to be located outside of Alpine County, communication and coordination with the LTC of the County involved is also an important step.

OBJECTIVE NO. 31b

A plan for the continuous upgrade of Highway 4 through Calaveras County as development occurs and supports an Angels Camp bypass would be reviewed and carried out.

IMPLEMENTATION MEASURE: The Alpine County Transportation Commission will continue to send representatives to participate in the “Ebbetts Pass Group” planning activities. The Alpine County LTC will cooperate with the Calaveras County LTC in the ongoing effort to obtain State subvention discretionary funding to develop a Highway 4 plan. The issue of inadequate parking areas and transit solutions for the Bear Valley Ski Area’s expansion plans should be included in the study. There should be a survey and classification of traffic in the study as well.

ELEMENT IV - SECTION C
GP GOAL NO. 32

IMPROVE SAFETY AND CIRCULATION ON STATE HIGHWAY 89 TO AND THROUGH ALPINE COUNTY

OBJECTIVE NO. 32a

Improvements to State Highway 89 should be constructed as they are listed in the County’s Highway Improvement Program (Action Section, Chart IV-1).

OBJECTIVE NO. 32b

Lobby the Dept. of Transportation and CTC for the construction and installation of improvements that would be necessary to upgrade Highway 89 between Markleeville and Heenan Lake so that the route may be safe and adequate for winter travel and recreational access.

IMPLEMENTATION MEASURE: Capacity enhancing State highway projects costing more than \$300,000 must involve the RTIP/STIP process outlined under Implementation Measure IV A-1.11 and on Table 3. Projects costing less than \$300,000 can be initiated by a resolution of the Alpine County Board of Supervisors (Minor Improvement Program). Such a request would be considered by the Caltrans District 10 Minor Program Technical Advisory Committee.

OBJECTIVE NO. 32c

Lobby the Dept. of Transportation to redesignate State Route 89 from the Carson River Highway 4 up to Heenan Lake as snow and ice removal class C.

IMPLEMENTATION MEASURE: Caltrans District 10 is responsible for snow and ice removal up to Monitor Pass. The Alpine County Board of Supervisors and the Alpine County LTC, as well as Markleeville businesses and citizens would be responsible for lobbying State agencies and officials to authorize Caltrans to plow to the pass area during winter months. In 1981 the Alpine County Board of Supervisors took particular steps to have the pass route designated a class “C” winter route. The implementation of objective IC A-2.3 would involve following similar steps, only this time requesting the route be open only as far as Heenan Lake. This alternative should cost significantly less than plowing all the way over Monitor Pass.

County staff should review the study of costs that was prepared by Caltrans in 1981 and the U.S. Forest Service in 1989/90 and recommend measures that could help further reduce overall cost. Local businesses and citizens should contact appropriate officials directly and explain the importance of the effort. The County should seek contractors and concessionaires who, in cooperation with the Forest Service and BLM, would help market and/or provide services in the Monitor Pass winter recreation area.

OBJECTIVE NO. 32d

Signs should be placed on Highway 89 warning commercial carriers that the Monitor Pass/Monitor Canyon area can be unsafe for ill-equipped vehicles, and/or prohibitions should be established limiting the size and/or weight of vehicles using the route.

IMPLEMENTATION MEASURE: Highway improvements and regulations such as highway signing would fall within the authority of Caltrans.

ELEMENT IV - SECTION C

G. P. GOAL NO. 33

CONSTRUCT SAFE AND EFFICIENT INTERSECTIONS FOR PRESENT AND FUTURE LEVELS OF HIGHWAY USE

OBJECTIVE NO. 33

Construct or improve intersections at new developments including resort communities and ski areas based upon the implementation of planned or phased development at such areas.

IMPLEMENTATION MEASURE: The responsibility of constructing improved intersections at the Kirkwood and Bear Valley resort communities will be placed upon the developers constructing the development.

Improved or new highway intersections are planned in the Kirkwood and Bear Valley Master Plans. Dates for the improvements are not specified. The County should work with Caltrans to insure that these improvements are installed at the appropriate time in accordance with buildout of these recreational developments and constructed to State standards.

ELEMENT IV - SECTION C

G. P. GOAL NO. 34

INCREASE COUNTY MINIMUMS FOR ALPINE COUNTY

OBJECTIVE NO. 34

In the effort to achieve compensation for the amount of through and recreational traffic using highways in Alpine County special legislation may be necessary.

IMPLEMENTATION MEASURE: Neighboring Inyo and Mono Counties have collected traffic data over the past six years which document very high through-county and recreational traffic on local roads and highways. They have used this data to obtain an increase in the amount of formula State subvention planning funds they receive but have not convinced the State that additional highway or road funds should be allocated to them. In FY 89/90 Alpine County completed a similar through-county study and

determined that Alpine County has generally the same unfavorable ratio of local traffic to through traffic as was found in Inyo and Mono Counties. The survey and resultant report should be used in cooperation with Inyo and Mono Counties to urge the CTC and if necessary the State Legislature to adjust the County minimum formula for very rural counties.

ELEMENT IV - SECTION C

G. P. GOAL NO. 35

ENSURE COUNTY MINIMUM AMOUNTS ARE SPENT IN ALPINE COUNTY

OBJECTIVE NO. 35

Ensure that the system of county minimums is maintained and the amount of highway funds due to Alpine County under county minimum formulas is spent in as directed by Alpine County.

IMPLEMENTATION MEASURE: The Alpine County LTC must consistently use every effort to ensure that the CTC maintains their policy of "county minimums" and that the CTC programs enough projects to be sure Alpine County's minimums are met. The LTC should maintain communications with Caltrans District 10 to be sure they construct highway improvement projects on schedule as programmed. The Alpine LTC should ask its legislators and the CTC Rural Counties Task Force to support requirements that would ensure county minimums are maintained and adhered to in the future.

Local Roads

ELEMENT IV - SECTION C

G. P. GOAL NO. 36

PROVIDE FOR THE COST OF MAINTENANCE ON NEW AND EXISTING COUNTY ROADS

OBJECTIVE NO. 36a

In an effort to preserve existing roads and save long-term costs of reconstruction, maintain a road maintenance schedule.

IMPLEMENTATION MEASURE: Prior to the work begun in 1982-83, no in-depth street and road inventory information had been recorded for roads in Alpine County. In 1985-86, a consultant prepared a physical inventory of the street and road system. In 1987-88 this was converted to usable computer form. A computerized street and road inventory management system allows for continual update and development as a transportation planning development tool. A pavement management system (PMS) has been established to coordinate maintenance improvements.

POLICY NO. 36a

Consider the inclusion of road maintenance costs in any proposals for County service area formation.

POLICY NO. 36b

Impact fees will be required with the approval of any industrial, commercial, residential, or other development permit for the purpose of improving affected local roads.

IMPLEMENTATION MEASURE: In order to charge a developer a traffic impact fee the County must adopt a County wide traffic mitigation fee ordinance based upon a reasonable plan for the expenditure of such fees. Such fees can only be collected at the time individual building permits or occupancy permits are issued and the funds collected must not be commingled with other County funds. An exception to this law may apply wherein a developer agrees to pay a traffic mitigation fee through a formal development agreement with the County.

POLICY NO. 36c

The County may require that either a homeowners' association or special district exist or be formed that would provide for the costs of road maintenance or that fees such as benefit assessments may be charged for the same purpose before approving any subdivision application.

OBJECTIVE NO. 36b

The County should take every available opportunity to lobby the Department of Transportation for more funds to conduct County road maintenance.

IMPLEMENTATION MEASURE: The following are examples of ways in which the State could make additional road maintenance funds available to the County:

- 1) TEA dollars should be available for the maintenance and reconstruction of existing roads as well as construction of new roads.
- 2) After completion of the Federal Interstate Highway System, Federal fuel tax should be returned to local states and counties to take care of improvements to federal aid primary and federal aid secondary road systems.
- 3) The State should levy a tax upon recreational vehicles (campers, trailers, motor homes, etc.), and/or recreational equipment and the money should go for local roads in recreation areas.
- 4) The State should consider indexing the gasoline tax to the inflation rate in road construction and maintenance costs.

ELEMENT IV - SECTION C
G. P. GOAL NO. 37

UPGRADE EXISTING ROADS AND ADD NEW ROADS TO THE COUNTY SYSTEM THAT MEET PROJECTED NEEDS AND PLANNED FUNCTIONAL CLASSIFICATIONS AND INSURE THAT PRIVATE ROADS DO NOT BECOME A BURDEN OR THREAT TO THE HEALTH, SAFETY, OR WELFARE OF THE GENERAL PUBLIC

OBJECTIVE NO. 37

Implement the County Road Improvement Program outlined in the Action Element.

IMPLEMENTATION MEASURE: The primary means for funding County road construction projects is provided through ISTEA funds (see Financial Section). Requests for exchange funds should be in conformance with the County's road improvement program (Action Section, Chart IV-3). Such requests are followed by field reviews conducted by the County and the State and they conclude with appropriate agreements and a resolution by the Board of Supervisors.

POLICY NO. 37a

Existing roads should be maintained and upgraded as a priority over the establishment of new roads to new areas except where the public benefit clearly outweighs overall costs.

POLICY NO. 37b

The County should maintain road standards which will insure that new and upgraded roads meet the intent of Goal IV C-2.

Transit

ELEMENT IV - SECTION C

G. P. GOAL NO. 38

PROVIDE FOR THE TRANSIT NEEDS OF THE COUNTY IN A TIMELY AND ECONOMIC FASHION

OBJECTIVE NO. 38a

Reassess unmet transit needs and the feasibility of reasonably fulfilling such needs in conjunction with the annual budget process.

IMPLEMENTATION MEASURE: State law requires the Alpine County LTC to conduct at least one public hearing to consider unmet transit needs before LTF can be spent for purposes other than bicycles, pedestrians or public transportation. Provisions for fulfilling this requirement are included on Table 1, the Transportation Planning Calendar. After the LTC determines that all unmet transit needs that can be reasonably met are being met, remaining LTF can be spent for streets and road purposes. Transit and road funding are discussed further in the Financial Element.

OBJECTIVE NO. 38b

Establish guidelines and procedures for administration of TDA and STA funds.

IMPLEMENTATION MEASURE: The Alpine County LTC is the responsible transportation planning agency for Alpine County. In addition to other responsibilities, they are the administrators of funds generated by the Transportation Development Act (TDA) of 1971, as amended (SB 325), and for funds generated by the State Transit Assistance Program (STA -- SB 620). This responsibility includes all aspects of accountability, apportionment, claim review and approval, allocation, fiscal performance and compliance audits, and annual reports.

POLICY NO. 38a

The Alpine County LTC will consider claims for use of LTF funds for the provision of transit services in accordance with applicable State laws and the County's Transit Improvement Program (California Public Utilities

Code commencing with Section 99200, Calif. Administration Code commencing with Section 6600, and Action Element).

POLICY NO. 38b The Alpine County LTC will only honor transit claims which also meet its adopted "reasonable-to-meet" criteria. The Alpine County LTC reasonable-to-meet criteria are \$7.00 per passenger per one-way trip, a 10% fare box return and a reasonable ratio of passengers to distance traveled.

POLICY NO. 38c In order to be adequate for Alpine County LTC assessment, input regarding unmet transit needs should be put into a form that includes (1) time service is needed, (2) specific origin(s) and destination(s), (3) number of riders, (4) willingness to ride public transportation service, and (5) willingness to pay 10% farebox or more.

POLICY NO. 38d Avoid costly duplication of service effort and promote efficiency by consolidating transit services in accordance with the provisions of State Assembly Bill 120 and the County's adopted consolidated social service transit action plan. Monitor transit needs of the elderly and handicapped to identify potential for meeting "reasonable-to-meet" criteria.

IMPLEMENTATION MEASURE: Table 1, the Transportation Planning Calendar, includes dates for submission of draft and final "Annual Overall Work Programs." The Annual Overall Work Program lists, explains and allocates funds for maintaining the RTP and carrying out necessary related transportation planning studies.

OBJECTIVE NO. 38e Obtain more detailed information in accordance with Policy IV D-1.5 from the SSTAC, the biennial social service transportation inventory and action plans and progress reports, through the unmet needs hearings process and by other sources.

Aviation

ELEMENT IV - SECTION C **G. P. GOAL NO. 39**

ESTABLISH SAFE AND ADEQUATE AVIATION FACILITIES

OBJECTIVE NO. 39a Continue periodic improvements to the Alpine County airport in accordance with the County Airport Master Plan and the County Airport Improvement Program (Action Section, Chart IV-5).

IMPLEMENTATION MEASURE: The construction of improvements to the Alpine County airport is the responsibility of the County Public Works Department. Amount and type of improvements that can be accomplished in a given year are constrained by fiscal considerations which are addressed in the Financial Section.

POLICY NO. 39a Continue to utilize State funding as programmed in the State Transportation

Improvement Program (STIP) to obtain funds to improve the County airport and investigate availability of federal funds.

OBJECTIVE NO. 39b

Through cooperation with private industry, develop the Alpine County airport into a clean-industry job center for the community.

IMPLEMENTATION MEASURE: Testing should be done as soon as possible to determine a water source and soil conditions, in order to assess the overall site suitability.

IMPLEMENTATION MEASURE: The County should pursue funding opportunities for infrastructure development.

IMPLEMENTATION MEASURE: The County needs to decide what role it desires in the development process and what staff and financial resources it is willing to commit to this process.

IMPLEMENTATION MEASURE: Once funding is obtained and development determined, a marketing plan must be prepared.

IMPLEMENTATION MEASURE: If the airport site is not feasible for further development, the County should designate another site for future industrial development.

Bicycles

ELEMENT IV - SECTION C

G. P. GOAL NO. 40

DEVELOP BICYCLE CIRCULATION AND SUPPORT FACILITIES WHERE SAFE AND REASONABLE

OBJECTIVE NO. 40

Improve County wide bicycle circulation in accordance with the Alpine County bicycle circulation improvement program and long-range transportation plan. (Action Element and Land Use Map)

IMPLEMENTATION MEASURE: Implementation of the Bicycle Circulation Improvement Program involves responsibilities of both the County and the State as specified on the program and in the Financial Section.

POLICY NO. 40a

Each agency or developer involved with street, road, and highway improvements or maintenance should consider the needs of bicyclists in projects designed to upgrade, make operational changes upon, or maintain such facilities with particular emphasis on adopted or recognized bike routes.

POLICY NO. 40b

Bikeways should be in conformance with standards adopted by Caltrans where feasible and required by Section 2375 and 2376 of the Streets and Highways Code. Encourage Caltrans to develop specific standards for mountain terrain.

POLICY NO. 40c

Local agencies, employers, businesses, and developers should provide safe and secure bicycle storage facilities to promote maximum utilization of the bicycle for utilitarian purposes and tourism.

Pedestrian

ELEMENT IV - SECTION C

G. P. GOAL NO. 41

DEVELOP PEDESTRIAN CIRCULATION FOR THE BETTERMENT OF LOCAL COMMERCE AS WELL AS THE SAFETY AND CONVENIENCE OF LOCAL CITIZENS

OBJECTIVE NO. 41

Provisions that promote pedestrian circulation and facilities should be included in design review criteria outlined in the Natural Resource and Conservation Element of the County General Plan.

IMPLEMENTATION MEASURE: Objective II L-1.6 of the General Plan's Natural Resources and Conservation Element provides for the establishment of a Design Review Board which is to review and make suggestions upon all building permits in the Markleeville area. The measure is an effort to enhance the town's attractiveness both for residents and visitors. The parameters for design suggestions therein should include pedestrian facilities such as covered walkways, courtyards, and benches.

Parking

ELEMENT IV - SECTION C

G. P. GOAL NO. 42

FULFILL THE PARKING NEEDS OF LOCAL CITIZENS AND VISITING TRAFFIC

OBJECTIVE NO. 42a

Construct and maintain off-street parking facilities as needed along State Highway 88 and/or 89 to serve winter recreationists in the Hope Valley area.

IMPLEMENTATION MEASURE: The construction and maintenance of off-street parking facilities along a State highway for winter recreation could require intergovernmental coordination between the County, Caltrans and the U.S. Forest Service. Caltrans maintenance crews normally do not plow for off-highway parking.

POLICY NO. 42a

The Bear Valley Ski Resort should be encouraged to investigate the feasibility of the proposed ski lift between the Bear Valley subdivision and the ski area as an immediate priority to reduce traffic impacts on Highways 4 and 207 and provide more day skier parking at the ski area.

POLICY NO. 42b

Any adoption of significant expansion plans at Bear Valley should include conditions requiring the ski area to provide transit from out-of-county to minimize parking problems and excessive traffic.

Winter Recreation

ELEMENT IV - SECTION C

G. P. GOAL NO. 43

ESTABLISH WINTER TRAILS FOR CROSS-COUNTRY SKI AND SNOWMOBILE USE

OBJECTIVE NO. 43

Prepare a County Winter Trails Plan to define appropriate locations and standards for trail improvements, maintenance and grooming.

Public Utilities

ELEMENT IV - SECTION C

G. P. GOAL NO. 44

DEVELOP, MAINTAIN, AND USE PIPELINE, POWER LINE AND COMMUNICATION FACILITIES IN A WISE AND EFFICIENT MANNER

OBJECTIVE NO. 44

Obtain revenues necessary to upgrade public utilities serving the Markleeville area.

IMPLEMENTATION MEASURE: The agencies responsible for achieving this objective are the Markleeville PUD and Markleeville Water Company. The mechanisms available for use include increased rates of assessments, loans, or grants. Serious efforts in each of these areas are necessary because each of the funding mechanisms has its limits yet the problem persists.

POLICY NO. 44a

Future development should be designed and located so that it does not require the extension of utilities that would increase costs to existing rate payers or taxpayers or generate significant negative effects upon natural resources.

POLICY NO. 44b

Future development should be designed and located so that it shares existing or planned utility corridors or facilities wherever possible.

POLICY NO. 44c

No trans-Sierra utility corridors including power lines, pipelines and other utility transmission facilities shall be allowed in Alpine County unless utilities are placed underground and provide a direct benefit to Alpine County in accordance with General Plan Goal No. 17, Policy 17f. (See Need/Issue #18 in Section B, Needs Assessment.)

D. ACTION ELEMENT

Introduction

The Action Element sets forth a plan of action to address identified issues and needs in accordance with the RTP's goals, objectives and policies. The Action Section of the 1990 Regional Transportation Plan includes the following sections:

1. A description of the State and regional planning processes which explains State level

transportation planning and Alpine County's transportation planning responsibilities under the processes;

2. A description of the alternative plans that were considered in deriving the County's first Regional Transportation Plan;
3. An explanation of the LTC's 7 year, 12 year and 20 year circulation plans;
4. A discussion of Transportation System Management (TSM) which involves the management of existing transportation facilities to their greatest potential;
5. A summary of LTC actions that are necessary to achieve the goals, policies, and objectives of the RTP; and
6. Transportation improvement programs which list and prioritize specific projects by transportation mode.

State and Regional Planning Processes

1. Regional Planning Process

In response to AB 69 (1972), the regional transportation planning process was initiated throughout California. The Alpine County Local Transportation Commission (ACTC) was designated by the Secretary of the Business, Transportation and Housing Agency as the Regional Transportation Planning Agency (RTPA) for Alpine County. In compliance with State statutes, the ACTC or Local Transportation Commission (LTC) is comprised of the County Board of Supervisors.

A primary responsibility of the ACTC/LTC, is to adopt and update the Regional Transportation Plan (RTP) in accordance with State law. The current schedule requires that the RTP be submitted to the CTC and Caltrans on even numbered years. The LTC is also responsible with obtaining community input for determining the priorities for all proposed transportation facilities shown in the RTP. This includes a public hearing prior to adoption of the RTP.

Each fiscal year the LTC approves an Alpine County Transportation Work Program (OWP). This document outlines the transportation planning work to be accomplished, including responsible agencies and funding, in order to ensure an adequate and up-to-date RTP is maintained. The Work Program must be approved by Caltrans before State subvention funds can be used for transportation planning studies or administration. The State may provide "State Subvention Funds" for up to 70% of the funding to support work program activities. The remaining 30% comes from local sources such as cash or in-kind services.

In general, the transportation planning process focuses on the annual OWPs which are intended to ensure the continuous update and improvement of RTPs. The OWP should program preparation of each RTP update. It may also program funding to carry out various background studies to improve the RTP update and transportation in Alpine County. Such studies are usually concentrated in areas where current or possible future circulation problems are perceived although they may also be directed at making existing systems more efficient.

Some examples of specifics studied and their relations to transportation are: population, employment, land use, traffic, transportation circulation facilities, housing, and transit. During or after a study is completed, a draft report is usually prepared. These draft reports are usually made available for citizen and staff review and input. After the LTC has evaluated public and staff input, it directs that a "final" report be prepared. Data from these final reports are usually then carried into the RTP Update and General Plan Circulation Element which are the official "adopted" transportation policy documents of the County. To the extent

possible, all such documents should be consistent with one another and with the State planning process.

2. State Planning Process

Programming of State projects is accomplished through two planning processes which serve to identify improvement projects as they are needed, the State Transportation Improvement Program (STIP) process and the Caltrans system planning process. The STIP is a list of projects selected for financing within a 7 year period by the California Transportation Commission (CTC). The process of deciding which projects should be included in the STIP involves input from both Caltrans and Local Transportation Commissions.

The CTC is a nine-member commission appointed by the Governor and charged with advising and assisting the Legislature and the Administration in formulating and evaluating State policies and plans for transportation programs in California. Special responsibilities include adopting and updating the STIP, preparing the Biennial Report to the Legislature concerning significant transportation issues, and evaluating the proposed State transportation budget. Caltrans is the State's Transportation Department and is responsible for oversight of the statewide multi modal transportation system, maintenance of the State highway system, and other related tasks as assigned by the State Government including the CTC. The relationship can be compared to that between the Alpine County LTC and the Alpine County Transportation Department except, of course, for size and scale.

Caltrans formulates its input to the CTC for STIP projects in the form of a Proposed STIP (PSTIP). Local input is accomplished by listing locally preferred highway projects in the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). Both of these input sources should ideally evolve to become one agreed upon prioritized project list which can be submitted to the CTC consideration. The Alpine County LTC should attempt to coordinate with Caltrans all efforts aimed at the CTC although this coordination is not mandatory and agreement between Caltrans and the Alpine County LTC is not always expected. Tables 1 and 3 contain a list of important dates and a flow chart which help to explain the biennial (2 year) STIP process.

It is difficult but not impossible for the LTC to have a project included in the STIP that is not first contained on the candidate list. To do this the LTC has to show that the project is a well justified, high priority need identified and documented in the RTP and RTIP and it has to appeal directly to the CTC and the CTC staff for its inclusion in the STIP. Under the new requirements of AB 84, projects also cannot be included in the STIP unless they first have a project study report (PSR) completed. PSRs are typically prepared by Caltrans however AB84 includes provisions whereby local governments or an LTC may prepare PSRs.

HSOPP stands for Highway Systems Operation and Protection Plan. HSOPP is a four-year program maintained by Caltrans for highway operations, safety and rehabilitation projects. HSOPP projects are not included in the STIP but most of the funds they involve do count against county minimums.

The State also has a long-term planning process called Caltrans System Planning, which was initiated by Caltrans in 1983. This process involves an individual study of the long-range (20 year) concept of each State route. Called a Route Concept Report (RCR), draft RCRs are circulated through RTPAs, cities, counties and various Caltrans departments for comments. All comments received are considered in preparation of the final RCRs. RCRs are recycled as necessary to be representative of changing conditions.

The Route Development Plan (RDP) is also a part of the System Planning Process. RDPs are prepared annually and identify improvements which are potential candidates for future STIPs. The RDP feeds and includes candidate list projects. The RDP uses several funding scenarios to show what could be

accomplished in improving the State Highway System with different fund levels. County minimums are considered in preparation of the RDP and input is requested from RTPA's and local agencies in District 10. Caltrans expects that the RDP will be useful to the LTC in the preparation of their RTPs and RTIPs. To be effectively thinking ahead in its efforts to influence Candidate Lists and STIP funded projects, the LTC should be actively involved in the RDP, route concept report development and other aspects of Caltrans system planning process.

Alternative Plan

Alpine County's first Regional Transportation Plan (1975) was developed through a planning process which required the consideration of four major alternative plans. The four plans included:

1. A financially unconstrained plan;
2. A financially constrained plan;
3. A "do-nothing" or "no-build" plan;
4. A "Clean air" plan.

Each plan was based on definitive assumptions and addressed all available modes of transportation. RTP guidelines state that alternatives need not be reinvented for the purpose of RTP updates unless major changes have occurred. For this reason, no further description is provided of the alternatives that were not chosen.

The plan that was selected by the Alpine County Transportation Commission (LTC) in 1975 was an expansion of the improvements proposed in the constrained plan. It continues to serve Alpine County as the long-range plan. Although certain assumptions and projections have changed and some reordering of projects has taken place through the update process, financial constraints continue to require planners and local officials to be conservative in their outlook.

Short, Mid & Long-Range Plans

The long-range plan is summarized in the introduction. It is also graphically displayed on the Land use Map. In keeping with State guidelines short-range (7 year) and mid-range (12-year) phases of the long range plan are identified on the Transportation Improvement Program charts shown at the end of this Action Element.

Transportation System Management (TSM)

The goal of "transportation System Management" (TSM) is to achieve maximum efficiency and productivity from the existing transportation system by coordinating the various modes of transportation through policies that affect both the public and private sectors. State guidelines recognize that TSM options are limited in rural areas where traffic congestion and demand for capacity enhancing projects are not great. TSM measures that may be applicable in Alpine County include:

1. Provisions for bicycle and pedestrian facilities;
2. Use of transit services as ski areas grow;
3. Strict enforcement of parking restrictions;
4. Encouragement of car pooling and ride sharing;

5. Consolidation of social services transportation.

Action Summary

Table 8 contains the most important LTC actions necessary to achieve the goals, policies and objectives of the 1990 RTP Update/Circulation Element. Table 8 and Table 1 are intended to provide an “at-a-glance” view of the implementation measures that include LTC responsibilities identified in the Policy Element.

Transportation Improvement Priorities

Under new legislation (SB 300 and AB 471) rural counties are now required to prepare “Regional Transportation Improvement Programs” (RTIPs). Alpine County, has for many years, included lists of prioritized transportation improvements for each mode of transportation within its RTP updates.

The following Alpine County Transportation Improvement priorities specify projects which will help fulfill goals, objectives, and policies found within the Policy Element. The priorities can be changed as conditions in the County change, however, care should be taken to retain consistency with other elements of the General Plan and each project should undergo environmental review to ensure consideration of potential impacts including increased use. Mid-range projects and long-range projects (1997-2010) are differentiated from short range projects (1990-1997) by the use of asterisks and footnotes.

CHART IV-1

ALPINE COUNTY STATE HIGHWAY IMPROVEMENT PRIORITIES

Caltrans Proj. No.	Priority	State Program	Route	Mile	Location	Improvement	Project Year	Current Cost in \$1000s	Source
112	1*	HB4C	88	2.2-3.2	Between 2.2 & 3.2 mi.s east of Amador County	Construct eastbound passing lane	99/2001	1,170	(2)
N/A	2*	HB4C	4	N/A	Highway 4 in Calaveras County (Between Arnold and Bear Valley)	Construct passing lanes	2002/2003	3631	(3)
229D	3*	HB4C	88	63.3-65.7	E/O Cooks Station to Silver Lake in Amador County (portions)	Construct westbound passing lanes	2003-2005	6,500	(2)
N/A	4*	HB4C	89	Hwy. 395 To Hwy. 4	Monitor Pass	Improve for year round operation	ASAP	N/A	(3)
N/A	5	HB4C	88	N/A	W/O Cooks Station to Jackson	Construct westbound Passing lane(s)	2006/2008	N/A	(3)
112N	6	HB4C	88	8.5-9.0	2.4/1.9 mi. W/O Blue Lakes Rd.	W/B passing lane From Hope Valley	2009-	N/A	(2)
114N	7	HB4C	89	23.1-	0.7 mi. N/O Picketts Junc./Luther Pass Sat. (Portions)	N/B truck climbing lane	2010-	N/A	(2)
N/A	8	HB4C	89	3.5-4.5	3.5 mi N/O Luther Pass	S/B truck climbing lane	2012-	N/A	(3)

* Mid-range improvements (1997 - 2002)
Sources: (1) 1990 STIP, (2) 1992 Candidate List (Dated 3/91), (3) Locally requested project

CHART IV-1**- ALPINE COUNTY SUPPORTED HIGHWAY SYSTEM OPERATION AND PROTECTION PLAN (HSOPP) PRIORITIES**

Caltrans Priority	Program	State	Mile	Location	Improvement	Project	Current	Source
Proj. No.		Route				Year	Cost in \$1000s	
N/A	1	HSOPP	89	BR # 31-02	Markleeville Creek Bridge	Widen and Install Ped.	97/2002	100 (4)
N/A	23	HSOPP	89	0.0-9.96	From Heenan Lake to State Highway 4 (Portions)	Install improvements necessary for winter travel and winter recreational use	97/2002	100 (4)
117	32	HB4N (HSOPP)	88	14.7-15.7	Between Woodfords and Pickett's Junction (Portion)	Widen existing pavement Add shoulders	97/2002	524 (2)
N/A	4	HSOPP	88	BR# 31	W. Fork Carson River Br.	Install rails and widen		N/A (3)
N/A	5	HSOPP	4	R7.4-R12.7	From 0.1 mi. E/O Jackass Gulch to N. Fork Mokelumne River (Portions)	Install safety imp.s	97/2002	N/A (3)
N/A	6	HSOPP	4	12.6-18.2	From N. Fork Mokelumne River to Ebbetts Pass Summit (Portions)	Install safety imp.s	97/2002	N/A (3)

*

Mid-range improvements (1997 - 2002)

Sources: (1) 1990 STIP, (2) 1992 Candidate List (Dated 3/91), (3) Locally requested project

CHART IV-3

ALPINE COUNTY - COUNTY ROAD IMPROVEMENT PRIORITIES

County Road	Location	Length	Improvement	Year	Project (In \$1000s)	Est. Cost With Escalation	Funding Source	Available Revenues (In \$1000s)
1. Blue Lakes Rd.	Hwy 88 to Lower Blue Lake	11.6 mi.	Const/pave	2003-2004	7500		Forest Highway \$\$	7500
2. Turtle Rock Road	Turtle Rock Park	0.5 mi.	Reconst/Overlay	2000	100		Exchg	
3. Montgomery Street	Markleeville	0.3 mi.	Overlay	2001	100		Exchg	
4. Laramie Stree	Markleeville	0.4 mi.	Overlay	2001	75		Exchg	
5. Various Roads	Bear Valley		Overlay	2005	600		Exchg	
6. Diamond Valley Road			Overlay					

NOTE: Project list will be updated to include mid-range projects.

CHART IV-4

ALPINE COUNTY TRANSIT IMPROVEMENT PRIORITIES

Location	Type of Service	Possible Provider(s)	Project Year	Estimated Project Costs with escalation in In \$1000s		Funding Source	Projected Available	Gap	In \$1000s
				Establish	Maintain		Revenues In \$1000s		
Bear Valley Highway 4	Bear Valley West on Hwy 4	Bear Valley	LT*	NA	NA	Fares	----		----
Kirkwood and Points East Or West	Provide scheduled service to Kirkwood	Kirkwood Assoc. Inc.	LT*	NA	NA	Fares	----		----
* Mid-range to long-range future projects 1999-2010									

CHART IV-5

ALPINE COUNTY AVIATION IMPROVEMENT PRIORITIES

Facility	Improvement	Project Year	Project Cost with Escalation Factor in \$1000	Revenues in \$1000	Funding Source	Gap in \$1000
1. County Airport	Install Well	LT	25	25	CAAP	0
2. County Airport	Bring in Power and Telephone Lines	LT	225	225	County/Private	195
3. County Airport	Construct Runway Extension	LT*	500	500	STIP/CAAP	483
4. County Airport	Construct Taxi-Way	LT*	NA	NA	NA	NA
5. County Airport	Construct Airport Security Fence	LT*	NA	NA	NA	NA

* LT = Long Term

CHART IV-6 - ALPINE COUNTY - MULTI-USE TRAIL IMPROVEMENT PRIORITIES

Location	Improv.	Length	Responsible Entity	Proj. Year	Proj. Cost		Funding Source	Gap In \$1000
					(With Escalation) in \$1000	Available Revenue In \$1000		
1. Highway 88 between Markleeville & new Highway Construction	Bicycle Shoulder	0.5 mi	State	90/91	22	---	Caltrans Minor Project	22
2. Highway 4, Bear Valley to Lake Alpine	Bicycle	3.0 mi	State	2002/03	250	---	STIP	---
3. Hot Springs Rd. County Rd. #4	Multi-use Trail	3.5 mi	County	2005/07	4,500	---	LTF/County Development Exactions	4500
4. Highway 88 portions between Woodfords and Picketts Junction	Bicycle Shoulder (portions)	6.8 mi		State	2005/07	---	---	STIP
5. Highway 88 portions between Caples Creek and Kirkwood	Bicycle Shoulder (portions)		State	2008/10		---	--- Caltrans Minor Project	

TABLE 8 - ACTION SUMMARY

The Action Summary is a compilation of implementation measures and policies drawn from the Policy Element.

1. The LTC must submit an RTIP in each odd-numbered year and use it to communicate with Caltrans concerning its Candidate List. Early in each even numbered year, the LTC should send representatives to meet with CTC and CTC staff in Sacramento to discuss the County's State highway needs. All such discussions should consistently reflect priority projects as they are specified in the RTP and RTIP including requests for STIP programming to improve the Alpine County airport.
2. Project Study Reports (PSRs) are required for all highway projects before they are eligible for programming in the STIP. The LTC must consistently urge Caltrans, Dist. 10, to complete PSRs for local priority highway projects (see Chart IV-1).
3. Passing lane opportunities on Highway 88 in Calaveras and Amador Counties will be among the priorities specified in discussions with Caltrans and the CTC representatives (see Policy No. 30 - Element IV., Section C).
4. The LTC should use the "Through Traffic Study" in cooperation with Inyo and Mono Counties to lobby the CTC and State legislature for additional highway funding.
5. The LTC will participate in the Ebbetts Pass planning group to insure the Calaveras County circulation plan addresses improvements on Highway 4 that will meet Alpine County's needs.
6. The LTC should continue to work with Caltrans to complete specified improvements on Highway 4 between Lake Alpine and Markleeville and on Highway 89 between Markleeville and Monitor Pass.
7. The LTC should, by resolution, request Caltrans to provide class "C" snow removal between Markleeville and Monitor Pass.
8. Unmet transit needs hearings should be conducted each year. Requests for new transit service should be measured against the LTC's adopted "reasonable-to-meet" criteria (Policy IV D-1.4). After all reasonable needs are met remaining LTF funds should be provided for specified street and road or other transportation purposes (see IMPLEMENTATION MEASURE under Objective No. 38a).

E. FINANCIAL ELEMENT

Estimates of project costs and projected revenues for most of the Alpine County Transportation Improvement programs are provided in the right-hand columns of Tables IV-1 - IV-6 as shown in the Action Element. The Financial Element contains more detail regarding costs and revenues. Each of the following categories are discussed: State highway construction, county road construction, county road maintenance, transit, aviation, and bicycle circulation. Each discussion generally contains a brief analysis of the funds that have been used to finance projects in each category in the past and projection of how funding resources should be used over the short-term (5 years) planning period in order to achieve the RTP's goals and objectives. The projected revenues are compared with the projected costs of planned transportation projects and new possibilities for funding are suggested where revenue gaps are disclosed.

State Highways

Allocations for major State highway improvements are made through the State Transportation Improvement Program (STIP) as outlined in the Action Element (State and regional planning process). Other State programs provide for highway operational, safety, and rehabilitation improvements (HSOPP). The amount of funding that will be allocated for future highway projects will generally equal the amount of County minimums allocated.

The State's gasoline tax provides most of the funds used for State highway projects. The State's share of this 9 cents per gallon has been approximately 4.61 cents since beginning in 1983. The County receives the other 4.39 cents for local roads.

Local Roads Construction

The Federal government receives 14 cents per gallon gasoline tax, a percentage of which is distributed back to the State of California. California matches these funds by half the amount received and allocates part of the total to counties for road construction projects. These funds are referred to as Federal and Secondary (FAS) Road Funds. Counties receiving less than 1% of the total allocation to all counties may exchange its apportionment for an equal amount of non-federal funds from the State Highway Account. To date, Alpine County has elected to utilize the latter source of funding which are commonly referred to as "Exchange Funds."

Exchange dollars are the primary source of funds used for county road construction. Other available revenues including the local share of the State gas tax and Forest Receipt Act payments are generally used for road maintenance and department operations. Gas tax revenues will increase due to Proposition 111 as explained in the Needs Assessment. Forest Receipt Act payments vary from year to year.

Chart IV-3 in the Action Element shows allocation of these funds to various remaining short-range county road improvement projects. Chart IV-3 indicates the County has not yet determined the projects or costs involved in their mid or long-term County Road Improvement program.

Assuming that gas tax revenues, Forest Receipt Act payments, and other funds are utilized for road maintenance and department operations and assuming that Transportation Development Act (TDA) funds are reserved for transit and non-motorized travel, it would appear that exchange dollars are an adequate source to finance the County's road construction projects, at least during the short-term. There is, however,

concern that gas tax and Forest Receipt Act payments may not meet the increasing costs of maintenance and operations over the long term.

County Road Maintenance

Funds for the maintenance of county roads come primarily from gas tax revenues and National Forest Receipt Act payments. Other funds that have been utilized include traffic fines, fees, rents, and interest.

The State gasoline tax provides Alpine County gasoline sales receipts plus an allotment per maintained mile of county road. In FY 1988-89 gas tax revenues to Alpine County totaled \$186,469. In FY 1989-90 they were \$199,677. If revenues average the same for the next five years almost a million dollars in revenues could become available. Due to the passage of Proposition 111 (SCA-1) the gas tax fund will likely exceed a million dollars.

Forest Receipt Act payments equal 25% of all revenues generated in National Forests that have land in Alpine County. Receipt Act payments to the County must be split evenly between public schools and county roads. The share of Receipts Act payments that went to county roads in FY 89-90 was \$504,325, but by FY 96-97 had dwindled to \$150,000.

Traffic fines and other income for road purposes equaled approximately \$10,000 in the last two years. Using a five-year projection as done above, approximately \$50,000 could be generated over the next five years.

It must be noted that the estimates of road maintenance costs do not consider inflation or overhead costs such as capital expenditures or management and clerical staff salaries and benefits. The federal threat of reducing Forest Receipt Act payments could reduce the county road maintenance budget by as much as 50% or 60%.

Possible additional sources of revenues for county road maintenance include Transportation Development Act (TDA) funds and changes in Federal, State, or local regulations. The Policy Element contains objectives and policies relating to funding for county roads and suggests changes in State regulations and funding allocations (Goal IV C-11).

Transit

The County presently utilizes State Transportation Development Act (TDA) funds to help finance transportation services for senior citizens in eastern Alpine County. TDA funds are made up of State Transit Assistance (STA) funds and Local Transportation Funds (LTF). STA funds are allocated to counties on the basis of population (SB 620, 1979). As of April 1991, Alpine County's STA account had accrued \$2,804 including interest. The full amount was allocated for use by the County for transit purposes.

Aviation

Alpine County was awarded \$94,000 in California aid to airport program funds for use in repaving and preserving the County airport runway (Task #1 of the Airport Improvement Program).

Projected income from CAAP grants for the next five years is \$25,000, not including interest. The airport and surrounding areas are presently designated commercial by the County General Plan Land Use Element

which allow some industrial uses and could improve commerce and also support needed improvements. The Airport Improvement Program intends to utilize future CAAP funds, County revenues, and private funding to develop the airport and establish an industrial/commercial facility as a mutually beneficial effort.

Bicycle

Implementation of the Bicycle Circulation Improvement Program involves action by both the County of Alpine and the Department of Transportation. The County has never expended funds solely for construction of bicycle facilities. Funds available for such purposes include the Transportation Development Act (TDA) the Bicycle Lanes Account (BLA) and competitive grant funds available for commuter bicycle facilities made available by Proposition 116. The County should continue to pursue multi-use trails where feasible.

At the request of the Board of Supervisors, Caltrans signed and striped bike lanes on the section of State Highway 89 between Markleeville and Woodfords. The State's policy is to maintain or improve bicycle and pedestrian facilities wherever feasible in conjunction with State highway projects. The County's Bicycle Improvement Program suggests that Caltrans should provide shoulders of adequate width with other improvements for bicycles and pedestrians at the same time they construct new highway projects listed in the State Highway Improvement Program (see Action Element, Chart IV-1). This is highly appropriate since most cyclists are seen on State highways and they come from other areas of the State. Funds available to Caltrans that would insure completion of bike lane improvements include California Federal Aid Funds, (Section 217, Title 23, United States Code - - 2.5) and the State Highway Account.

It is possible that, if commuter bicycle demand develops, the LTC could apply for funds to develop or obtain bicycle facilities under the provision of Proposition 116.

Public Utilities

As identified in the Needs Assessment, the public utilities in greatest need of financial assistance are the Markleeville Water Company (water system) and the Markleeville PUD(sewer system). The Markleeville Water Company system is in need of more than \$1 million for pipe replacement and other upgrades and improvements. Funds obtained through fees charged to existing lots and parcels in the Markleeville area have been insufficient to maintain and upgrade the system. The company is considering joining the Markleeville PUD or otherwise becoming a public agency rather than a private company. This will allow the entity to qualify for grants and other financial resources it might not otherwise be able to get. The Alpine County Board of Supervisors is presently assisting with the search for grant funds to raise needed revenues.

F. ENVIRONMENTAL REVIEW

Pursuant to the California Government Code, the RTP is a "project" and is thereby subject to the California Environmental Quality Act (CEQA). Under these requirements an Environmental Impact Report (EIR) was prepared by Caltrans District 10 staff and the Local Transportation Commission (LTC) staff for the original RTP adopted in 1975. In 1982 a new EIR was prepared when the RTP was significantly upgraded as part of the Countywide General Plan Update. These EIRs were to determine the significance of potential changes which would take place when the proposed transportation plan was introduced into the environmental setting.

The 1975 EIR and the 1982 EIR were extensive and in-depth studies of the environmental and social setting of Alpine County. The 1975 analysis of environmental impacts was done “in the alternative”; that is, the potential environmental impacts were segregated under the headings of 1) a financially unconstrained plan, 2) a financially constrained plan, 3) a do-nothing or no-build plan, and 4) a clean-air plan. Each alternative was then evaluated. Since conditions have changed little in the County and the LTC has carried forward the same alternative that was selected in 1975 (the financially constrained plan), the 1975 EIR still applies to the 1990 project.

The EIR that was prepared for the Alpine County General Plan/Transportation Plan is of even greater applicability for purposes of discussing social, economic and environmental effects for this RTP update. This is because the changes to the plan and to the County have been even less since 1982 than they have been since 1975. The 1982 Draft and Final EIR for the Alpine County General Plan and Transportation Plan, are hereby incorporated by reference (530 pages).

ALPINE COUNTY

General Plan



V. HOUSING ELEMENT

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ALPINE COUNTY

GENERAL PLAN

V. HOUSING ELEMENT

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A. INTRODUCTION

The Housing Element is a State mandated element of the Alpine County General Plan intended to guide development of housing in the County. There are four main components to the Housing Element. They are: an assessment of housing needs in the County; an inventory of housing resources and constraints relevant to meeting those needs; a statement of goals, quantified objectives and policies; and a housing program. The assessment of housing needs includes such information as an analysis of population and employment trends, and an analysis of current households characteristics including level of payment compared to ability to pay and overcrowding. The inventory of housing resources and constraints includes an inventory of land suitable for residential development as well as an analysis of housing development constraints such as local fees, land use controls, the price of land and construction costs. The statement of goals, quantified objectives and policies provides guidance for meeting the needs and is directed at maintenance, preservation, improvement and development of housing. The housing program is a 5-year schedule of actions which the County should undertake to implement the policies and achieve the goals and objectives of the housing element. The Alpine County Housing Element was determined to be in compliance with State Housing Element Law in 1992 by HCD.

Requirement for Housing Element Updates

Section 65588 of the California Government Code requires that local government shall review their general plan housing elements "as frequently as appropriate to evaluate the following:

- (1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the State housing goal.
- (2) The effectiveness of the housing element in attainment of the community's housing goals and objectives.
- (3) The progress of the city or county in implementation of the housing element."

Senate Bill 1073 adopted in 1996 does not require state re-certification until June 30, 2001.

Public Participation

Public involvement with the County's housing program is encouraged. Citizens may write or bring comments to the County Council at their regular meetings. This housing element and its related environmental review documents were made available for review from the County Clerk and public hearings were made for public comment. Notice of the document and public hearings to consider it was published in a local newspaper.

Consistency with Other General Plan Elements

The 1992 Housing Element Update was prepared as part of the 1992 General Plan Update. Special care has been taken to ensure that the goals and policies of the housing element are consistent with other elements of the general plan.

Previous Housing Element Programs

To facilitate an effective update of the housing element, results of the goals, policies, quantified objectives and programs of the previous housing element prepared in 1986 have been reviewed. Most of the goals and policies are considered appropriate and effective in meeting County housing. The programs and process in accomplishment of them are discussed below.

PREVIOUS PROGRAM:

A. Identification of Adequate Sites

1. Program: The General Plan Land Use Map designates land for long term development, including land for housing. The map will be kept up to date in order to reflect changing needs and conditions. Implemented by the Planning Department, Planning Commission, and Board of Supervisors.

Progress: The County is currently in the process of amending its General Plan Land Use Map as part of its general plan update.

2. Program: Review and appropriately act upon amendments to the County Zoning Ordinance in order to maintain consistency between the general plan and zoning. Implemented as a continuous program by the Planning Department, Planning Commission, and Board of Supervisors.

Progress: Changes are made to the County Zoning Ordinance as needed.

3. Program: Implement the provisions of California Government Code Section 65450 et. Seq. relating to specific plans for communities (examples; the Bear Valley Master Plan and the Kirkwood Master Plan). Implemented by the Planning Department, Planning Commission and Board of Supervisors.

Progress: The Bear Valley Master Plan, Sorensons Resort and Kirkwood Master Plan are the only areas with specific plans in the County. There have not been any new communities developed in the County since 1992.

4. Program: Continued implementation of the County's manufactured housing provisions will serve to provide the mechanism for more sites within the County for persons choosing this alternative. Implemented by the Planning Department and the Technical Advisory Committee.

Progress: Implemented on an ongoing basis.

5. Program: The County's Zoning Ordinance includes provisions for second family dwellings. These provisions allow for second dwelling units subject to certain conditions. Implemented by the Planning Department and Planning Commission.

Progress: Between 1986 and 1997, 21 new second family dwellings were permitted in Alpine County.

B. Assist in the Development of Housing for Low and Moderate Income Housing

1. Program: The County encourages private sector implementation of the following federal programs: FmHA 502 Home ownership Program, FmHA 504 Rehabilitation Program, FmHA 515 Rural Rental Housing Program and the Community Development Block Grant Program.

Progress: The County encourages these programs on an ongoing basis. The County has obtained CDBG funding for, and completed, a County housing survey and infrastructure study; and for a study to assess employee housing needs in Bear Valley and Kirkwood. That study is being used to guide the Kirkwood Master (Specific) Plan revision.

C. Removal of Government Constraints

1. Program: The County will periodically review and update the general plan in order to keep abreast of changing needs and conditions in the area. Implemented as a continuous program by the Planning Department, Planning Commission, and Board of Supervisors.

Progress: This Housing Element has been updated in the process of updating the general plan.

2. Program: The County will maintain its Zoning Ordinance consistent with the general plan so that housing opportunities for all income groups remain available. Implemented as a continuous program by the Planning Department, Planning Commission, and Board of Supervisors.

Progress: Changes are made to the County Zoning Ordinance as needed.

3. Program: The County will periodically review its fees for development permits so that they represent a fair charge for review and processing of applications. Implemented on an "as needed" basis by the Planning Director.

Progress: Implemented on an ongoing basis.

D. Conservation and Improvements of the Existing Housing Stocks

1. Program: Complete rehabilitation of 20 units under the approved CDBG project. Implemented by the Consultant to the Board and the Board of Supervisors.

Progress: Twenty-four houses were rehabilitated in the Woodfords Indian Community using CDBG funding obtained by the County.

2. Program: Energy conservation and weatherization activities are implemented locally by the El Dorado Community Services Agency, operating out of South Lake Tahoe. The units rehabilitated under the CDBG project of d.1 were weatherized under this program.

Progress: Weatherization activities are now implemented by the El Dorado County Department of Senior and Family Services on an ongoing basis.

3. Program: The County has adopted and implements the Uniform Building Code (UBC). It is the County's intent to enforce the provisions of the UBC for the purpose of setting a consistent standard for residential renovation. Implemented by the County Building Department on a continuous basis.

Progress: Implemented on an ongoing basis.

4. Program: Through HCD, the HUD Section 8 Rental Subsidy Program is implemented locally, providing rental assistance to low income households. A major area wide problem with the program is that there are not enough Section 8 "certificates" allocated in order to meet the demand. Consequently, there can be long waiting lists for participation in the program.

Progress: Although the County has been allocated for 10 Section 8 certificates, there is currently no HUD Section 8 Rental Subsidy Program in Alpine County. The Department of Housing and Community Development is currently working to establish a program in the County.

E. Promotion of Equal Housing Opportunity

1. Program: The County will assist in dissemination of information on fair housing laws and, as appropriate, make referrals to the district office of the Department of Fair Employment and Housing.

Progress: The County Clerk's office has received no inquiries regarding discrimination since 1986, but would obtain information regarding fair housing laws for the public if requested.

QUANTIFIED OBJECTIVES

The programs of the 1986 Housing Element were aimed at meeting the following quantified objectives:

- ▶ Sites for 52 units for very low income households
Sites for 21 units for other low income households
Sites for 44 units for moderate income households
Sites for 75 units for above moderate income households
- ▶ Rehabilitation of 30 housing units -10 through the private sector, and
20 through CDBG rehabilitation program
- ▶ Conservation of 50 housing unit

Progress: County building permit records indicate that, between January 1986 and October 1996, 191 housing units were constructed in the County including 168 single family residences, 13 second units and 10 employee units constructed at Kirkwood. Approximately 11 of the single family residences built during this time were replacements of homes destroyed in the 1987 Acorn Fire in the Woodfords Area. It is estimated that approximately 31 of the units built between 1986 and April 1996 are affordable to lower income households, and 160 are affordable to moderate income households and/or above moderate income households.

In addition, twenty-four houses were rehabilitated in Alpine County using CDBG funding. All of the houses were located in the Woodfords Indian Community and the program was implemented by the Washoe Housing Authority.

It is assumed that one reason the County did not meet its projected construction needs was because the growth projected in the 1986 element did not occur. Based on a 1985 population estimate of 1,182, the 1986 element projected an increase of 518 persons (1,700 total) by July 1, 1992. The 1990 Census indicated that there were only 1,113 persons in the County in 1990, which is a decline of 69 persons from the 1985 estimates.

B. SELECTED POPULATION AND HOUSEHOLD CHARACTERISTICS

Analysis of Population

The Census conducted in April 1990 showed that the total population of Alpine County was 1113. This is only a 1.46% increase from the 1980 Census figure of 1097. Based upon Department of Finance (DOF) population projections, an increase to 1,430 is expected by July 1, 2001, the end of the housing element program period.

Table 1 illustrates pertinent characteristics of the population. Approximately 7% of the population is 65 years of age or older. This is a slight increase from the percentage (5%) of elderly persons in the County in 1980.

Approximately 38% (307 persons) of the county population has ethnic minority heritage. Most of these persons (281) are of American Indian descent.

According to the Alpine County Social Service Transportation Inventory and Action Plan, 1990 Update, it is estimated that there were 5 handicapped persons living in the County in 1990. This estimate was based on interviews with social service agencies in the County. All five of these persons were identified as living in the Woodfords/Markleeville area. The State Department of Health estimated that there were 41 handicapped persons (4 blind, 15 deaf, and 22 with a mobility handicap) in Alpine County in 1989.²

The average number of homeless persons in the County is unknown. According to the Alpine County Social Services Department, they were aware of 3 homeless families tentatively living with relatives in the County in April 1992. October 1996.

² Glenda Tracy, Amador County Health Department, personal communication, August 16, 1991.

Analysis of Household Characteristics

The 1990 Census indicates that the number of households in Alpine County increased only 16% from 387 in 1980 to 450 in 1990. The number of persons per household decreased from 2.83 to 2.47. According to the Central Sierra Area Housing Plan and based on the Department of Finance projects, no increase in the number of households in the County is expected to occur by July 1997.

In 1990 there were 58 households in the County which were headed by persons over 65 years of age (13%). Approximately 90% (52) of these persons owned their own home, and 10% (6) were renters. Based on the 1990 Census, it is estimated that 22% (13) of these households have income below the poverty level.

Households headed by persons of ethnic minority made up 20% (91) of the County's households. Female headed households with no spouse but with children total 39 and made up 9% of the population. Based on the 1980 Census it is estimated that 66% (22) of the female headed households were living below the poverty level.

Table 2 indicates that there were 50 large households in the County in 1990 (defined as having five or more persons per housing unit). Twenty-four of these households were owner occupied and 26 were renter occupied. There were also 22 overcrowded households (defined as more than 1.01 persons per room; kitchen, bathrooms, halls, utility rooms not included). Eight of these households were owner occupied and 14 were renter occupied.

There are no accurate figures to indicate the number of households in Alpine County with handicapped persons. Based on the State Department of Health estimate, it is estimated that there are 41 or fewer households with handicapped persons.

According to the County Agriculture Commissioner, there are no migrant farm workers in the County. Alpine County's agriculture is primarily ranching which uses permanent workers and is not labor intensive.

TABLE 1 - POPULATION CHARACTERISTICS

<u>Size of Population</u>	<u>1980 Census</u>	<u>1985*</u>	<u>1990 Census</u>	<u>Projected 7/1/97 2001</u>
Population	1,097	1,182	1,113	1,113 1,430
<u>Age of Population</u>				
0 - 4	57	94	79	
5 - 14	160	151	172	
15 - 19	117	86	53	
20 - 59	661	726	676	
60 - 64	44	N/A	49	
65+	58 (5%)	N/A	84 (7%)	
<u>Ethnic Composition</u>				
White	932	932	806	
Black	3	1	6	
Asian	4	3	5	
American Indian, Eskimo, or Aleut	146	241	241	
Other	12	5	15	

* 1/1/85 D.O.F. population estimate.

TABLE 2 - HOUSEHOLD CHARACTERISTICS

<u>Size of Population</u>	<u>1990 Census</u>	<u>1990 DOF Estimates</u>	<u>1990 Census</u>	<u>7/1/972001 Projected</u>
Total Households	387	432	450	450579
Average Household Size	2.83	2.736	2.47	
Ethnic Minority Households	49	N/A	91	
Elderly Households	41	15	58	
Below Poverty	9	3	13	
Female Headed Households with Children	25	--	39	
Below Poverty	22	--	26	
Overcrowded	35	35	22	
Large Households	22	24	50	
Households Overpaying For Housing	129	N/A	150	
Low Income Households		165		

C. ECONOMIC CHARACTERISTICS

Household Income

The median household income for Alpine County is estimated to be \$28,981 for 1991. This is 20% less than the estimated State median household income of \$36,172 for 1991.

The Central Sierra Planning Council was required by State law to prepare a regional housing needs plan that would allocate to each locality in the Central Sierra region a share of the projected housing needs for all persons at all income levels. State law further requires that each locality plan show, through its housing element, how the local need will be met.

Table 3 shows total current and projected household populations for Alpine County divided into four major income groups, as determined in the Central Sierra Housing Needs Plan. As shown in Table 3, the plan projects a 118-unit growth in the number of households and a corresponding new housing units need by 2001.

Households Overpaying

Using 25% of the gross rent as an estimate of affordable housing costs and based on the 1980 Census, it is estimated that there were 150 (33%) households in the County in 1990 overpaying for housing. Approximately 85 (19%) of these households were renters and 65 (14%) were homeowners. Of these, 45 (10%) households were estimated to be low income households overpaying for rental units and 31 (7%) were estimated to be low income households overpaying for owner units.

Economic Trends and Opportunities

According to the California Department of Finance, California County Profiles, there were 575 persons in the civilian labor force in 1990. The unemployment rate was 5.7% for 1990. Major employment industries in 1991 were in the services industry (549 persons) and the State and local government (115 persons).

No major changes are expected by 2001 in the County's economy.

D. HOUSING CHARACTERISTICS

According to the 1990 Census, there were 1,319 housing units in the County in 1990. Approximately 258 were owner occupied, 192 were renter occupied, and 869 were vacant. Approximately 592 of the 869 vacant units were shown in the Census as being held for occasional use. It is assumed that these units are vacation homes used on a seasonal basis.

As shown in Table 4, 878 of the 1,319 housing units in the County were single family residences (67%). Another 153 (12%) were multifamily units and 54 (4%) were mobile homes.

Housing Conditions

The condition of housing stock is an important determination of the need for rehabilitation and construction. In 1990 a housing condition survey was conducted in communities in the East Slope of the County, including Woodfords, Markleeville, Grover Hot Springs, Hope Valley, Paynesville and the Dutch Valley area, where the largest concentrations of year-round and low income inhabitants are located in the County. The survey indicated that there were 72 units in need of rehabilitation and 10 dilapidated units needing replacement. Approximately 31 of the units in need of rehabilitation and 7 in need of replacement were located on Washoe Indian lands. Twenty-six of the units needing rehabilitation were year-round occupied dwellings (not on Indian lands) and 2 of the units needing replacement were year-round dwellings (not on Indian lands).

TABLE 3**SELECTED INCOME CHARACTERISTICS
ALPINE COUNTY**

	Estimated Total* Number Of Households		Increase in Number of Households	New Construction Needed
	<u>1990</u>	<u>7/1/2001</u>	<u>7/1/2001</u>	<u>7/1/2001</u>
Income Group Classifications Number of Households Earning:				
Less than 50% of County Median (Very low)	124	156	32	32
Between 50% & 80% of County Median (Other low)	51	64	13	13
Between 80% & 120% of County Median (Moderate)	88	110	22	22
More than 120% of County Median (Above average)	198	249	51	51
TOTAL:	461	579	118	118

* Central Sierra Planning Council. "Central Sierra Planning Area Needs Plan," Sonora, CA, July 1991. Households figures shown in the plan were based on the 1990 Department of Finance estimates. This estimate of 461 is higher than the 1990 Census total households count of 450. 2001 households figures were based on the April 1993 Department of Finance Official Population Projections.

TABLE 4
SELECTED HOUSING CHARACTERISTICS
ALPINE COUNTY

	1980 <u>Census</u>	1985 Special <u>Census</u>	1990 <u>Census</u>
TOTAL HOUSING UNITS:	770	1101	1319
Total Occupied:	386 (50%)	451 (41%)	450 (34%)
Owner Occupied:	238 (62%)	260 (58%)	258 (57%)
Renter Occupied:	148 (38%)	180 (40%)	192 (43%)
Total Vacant:	384 (50%)	650 (59%)	869 (66%)
Vacant For Sale:	20 (3%)	19 (2%)	4 (.3%)
Vacant For Rent:	91 (12%)	15 (1%)	238 (18%)
Vacant-Held for Occasional:	207 (27%)	583 (53%)	592 (3%)
Vacant-Other:	66 (9%)	33 (3%)	35 (3%)
Single Family Dwellings:	482	708	878
Two to Nine Multifamily Units:	90	135	85
Ten or More Multifamily Units:	149	203	68
Mobile homes:	49	53	54
Other *:	---	2	234

Central Sierra Planning Council. "Central Sierra Planning Area Housing Needs Plan," Sonora, CA, September 1985.

* Live-in quarters which don't fit into other categories such as campers, vans, and railroad cars.

E. HOUSING NEEDS

New Construction

Over the last five years (1992-1997) market forces have produced an average of 15 units/year. Projecting that rate to the year 2001, the 118 unit need (Table 3) will be exceeded by at least 70%.

Special Needs Group

It is expected that there are existing needs of special needs groups in the County which should be addressed. Special needs groups include ethnic minorities, the elderly, female headed households, large households, and recreation area employees. A recent revision to State law also requires local communities to address the need for emergency shelters within their housing elements.

Ethnic minorities in Alpine County make up approximately 38% of the population. The largest minority (402) is American Indians from the Washoe Tribe. Adequate housing for resident Indians continues to be an identified special need. As discussed in Section C above, approximately 31 of the 72 houses in the County needing rehabilitation and 7 of the 10 dilapidated houses needing replacement belong to the Indian Community. The County of Alpine has worked with the Washoe Tribe in the past to the present to seek funding to rehabilitate substandard housing, but has no jurisdiction over the Washoe Tribe.

As indicated in Section B, the percentage of elderly persons in the County increased from 9% in 1980 to 12% in 1990. Many senior households live on fixed incomes and find it difficult to keep up with increasing housing costs. As discussed in Section B, it is estimated that there were 13 senior households with income below the poverty level in 1990. The 1990 Census indicated that 6 elderly households were renting their housing in 1990. It is assumed that at least 3 of these households are among the 13 households living below the poverty level and are in need of rental subsidies. It is estimated that the 10 other elderly households living below the poverty level own their homes and may be in need of financial assistance to rehabilitate or weatherize their homes.

Senior households with low income usually need housing which is accessible and close to goods and services. Alpine County, however, is a rural county with minimal goods and services available. Services that are available, such as the senior center and Department of Social Services are located in separate communities.

Single parents who are faced with a tight job market and the responsibility of raising children are another group who may find the County's housing market difficult to afford. The typical two person household on AFDC received a maximum of \$535 per month in 1991. Housing for this needs group should be close to child care facilities and services, but as discussed above services in the county are not located together in any one community. Based on the 1980 Census, it is estimated that there are 22 female headed households living below poverty which may be in need of rental assistance or lower cost housing.

As shown in Table 2, there were 22 overcrowded households (defined as 1.01 or more persons per room) in the County in 1990. Eight of these households owned their own homes and 14 were renting. In order to alleviate this problem, these 22 housing units should be expanded or rehabilitated to accommodate larger households.

The Alpine County Department of Social Services indicated they knew of 3 homeless families in the County

in October 1996. These families were tentatively living with relatives. There is currently no homeless shelter located in Alpine County to meet local needs. The closest known shelter is located in Jackson in Amador County.

The resort communities of Bear Valley and Kirkwood have special needs for housing employees, many of whom are only seasonally employed. A recent employee needs study which the County had prepared for the ski resort areas indicates that there is a need for additional affordable housing to accommodate employees at the resorts. Although only a portion of Kirkwood lies within Alpine County and the remaining area lies within Amador County and El Dorado County, the study looked at needs for the entire area. According to the study, the Kirkwood Master Plan requires construction of 550 employee housing units at build-out of the resort. There are currently 168 employee housing units at Kirkwood, but the study indicates that at build out there would be a significant deficit. This study is being used to guide a revision of the housing section of the Kirkwood Master (Specific) Plan and EIR.

The study also indicates that there may be a current deficit of approximately 40 - 50 employee units in Bear Valley.

Table 9 in Section J shows the County's quantified objectives for the next five years meeting many of the needs identified above. In addition, implementation measures are provided in Section J, which are intended to help meet these needs. The quantified objectives and implementation measures do not address all needs identified, but only those which are estimated to be realistically obtained within the next 5 years given the limited financial resources and staff of a small rural county.

F. CONSERVING EXISTING STOCK

In addition to meeting existing needs of the special needs group discussed in Section D, the County's existing affordable housing should be retained to meet existing needs. Table 9 in Section J shows the County's quantified objectives for conserving existing housing stock in the 1992- 2001 planning period.

Rehabilitation Program

There are approximately 41 housing units in need of rehabilitation and 3 in need of replacement in the County which are under County jurisdiction. The County currently does not have a rehabilitation program for lower income housing but State and Federal funding programs are available to fund rehabilitation of lower income housing.

Energy Conservation and Weatherization

Weatherization is another means of conserving the County's existing housing stock and its affordability. The El Dorado County Department of Senior and Family provides weatherization including education and home weatherization, for lower income Alpine County residents on an ongoing basis. The County also enforces Title 24 of the State Building Code which has energy conservation requirements for new housing.

Redevelopment

Redevelopment is a tool local agencies can use to preserve and upgrade deteriorating areas and create funding for affordable housing development. The County currently does not have a redevelopment agency and creation of a redevelopment agency is probably not feasible or appropriate for a county the size of Alpine County.

Units at Risk of Conversion to Market Rates

State Government Code 65583 requires housing elements to provide an inventory of subsidized units at risk of conversion to market rates and an analysis and program to preserve the units. There are currently no low income multifamily units in the County which are at risk of conversion to market rates. The County has not issued mortgage revenue bonds, has not approved any density bonuses with financial assistance, does not have an in-lieu fee program and has not assisted multifamily housing with redevelopment or CDBG funds. In addition, there are no units in the County listed in the Inventory of Low Income Rental Units Subject to Termination of Federal Mortgage and/or Rent Subsidies by the Year 2008 nor the Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion prepared by the California Coalition for Rural Housing Project, nor the Inventory of California FmHA Section 515 Projects with Loans Approved Prior to December 21, 1979, prepared by HCD.

G. AVAILABILITY OF SITES

Although it is projected that there will not be a need for any new construction sites in the next five years, there are several undeveloped areas in the County zoned for residential use. Many of these areas though, may not currently be buildable due to the lack of availability of water and environmental constraints.

Table 5 provides a summary of land zoned for residential use in the County's east slope communities (Markleeville, Woodfords, Fredericksburg, Paynesville and Sorensons Tract).

In the east slope communities, there are approximately 1382 acres zoned for RE, Residential Estates for residential use and 461 acres zoned RN, Residential Neighborhood, which allows up to 15 units per acre (with a use permit).

The total estimated unbuilt dwelling unit capacity for these communities is 1495. This estimate does not include potential for further subdivision of the lands, second family units which are conditionally allowed in both zones and mobile home parks which are allowed in the RN zone with a conditional use permit.

The availability of water and inadequacy of water systems on the east slope are a constraint to the development in these areas. According to the Housing and Infrastructure Study for Alpine County recently prepared for the County, water systems and treatment facilities in Markleeville and Woodfords are experiencing problems. There is currently a moratorium on new hookups in the Markleeville area due to inadequate fire flow and deteriorating lines.

Sewer services and provisions do not appear to be a constraint to low density development in the east slope communities except for in the Marklee Village subdivision. In the East Slope septic communities except Markleeville where service is provided by the Markleeville Public Utility District. Percolation is generally

not a problem for areas using septic systems, except in Marklee Village, and the Markleeville sewage system is currently at approximately one-half its capacity. High density development, which is usually more affordable, may be more difficult to accommodate in the areas where no sewage system is available.

TABLE 5**RESIDENTIAL ZONING INVENTORY EAST SLOPE COMMUNITIES**

<u>Zoning Designation</u>	<u>Approximate No. of Acres</u>	<u>Maximum Allowed Residential Density*</u>	<u>Dwelling** Unit Cap.</u>	<u>Estimated Unbuilt** Dwell. Unit Cap.</u>
RE	70	1 SFR/Ac.	4	3
RE-1 Unit /5 Acres	120	1 SFR/5 Ac.	2	2
RE-1	130	1 SFR/Ac. 43	20	
RE 1.5	122	1 SFR/1.5 Ac.	50	15
RE-2	40	1 SFR/2 Ac. 1	1	
RE-4	110	1 SFR/4 Ac. 22	7	
RE-5	714	1 SFR/5 Ac. 155	106	
RE-10	76	1 SFR/10 Ac.	8	6
RN	319	15 Units/Ac.	457	271
RN-20	142	15 Units/Ac.	1065	1064
TOTAL:	1843		1807	1495

* Only one unit per parcel is allowed in the RE zones except that second units are allowed with a use permit.

** Dwelling unit capacity is based on 1 unit per parcel in the RE zone and does not include the potential for second units.

Additional subdivision of the parcels would increase dwelling unit capacity.

H. CONSTRAINTS ON HOUSING

Non-Governmental Constraints

1. Availability of Housing:

In 1990 approximately 1.5% of the County's owner occupied housing stock was available for sale. Approximately 55% of the rental units were available for rent. It is assumed that many of these vacant rentals are seasonal vacation units. The State Department of Housing and Community Development recommends that a healthy housing market should have at least 2% of its owner units for sale and 6% of its renter units available for rent.

2. Affordability

The cost of housing varies among the various communities in Alpine County. According to a local realtor, the sales price for a house in the Markleeville/Woodfords area ranges from \$75,000 (for an older and smaller house) to \$285,000. Very few houses are on the market at a time in this area. Contrary to the countywide rental vacancy rate of 55% as shown above and in the 1990 Census, rentals are also difficult to find in the Markleeville/Woodfords area. The costs of rentals range from \$475 for a 1 bedroom unit to \$900 for a large 3 bedroom home with acreage.

According to a realtor in the Bear Valley area, the average sales price for a 3-bedroom house in Bear Valley is estimated to be \$180,000 to \$200,000. The average cost to rent a 3-bedroom house in this area is \$900 per month. Only households with an above moderate income could easily afford to rent or buy the average 3 bedroom home. Condominiums are also available as rentals in bear Valley. The average rent for a studio condo is \$400 per month, \$550 per month for a 1 bedroom condo, and \$750 per month for a 2-bedroom condo with a loft. None of these rental rates would be easily affordable to lower income households which includes many of the resort employees.

Housing in Kirkwood is only affordable to above moderate income households. The average cost of a 3-bedroom house is \$150,000. Rental rates range from \$800 per month for a 2-bedroom units to \$1200 per month for a 3-bedroom unit. Housing units in Kirkwood which are restricted to employees only have rental rates ranging from \$170 per month for dormitory type housing; \$230 - \$330 for studio type apartments; and \$330 - \$550 for one bedroom apartments.

This analysis suggests that there may be a need for affordable housing in the Markleeville/Woodfords area. Moderate income households cannot easily afford the cost of housing here. In addition, affordable housing is needed in the ski resort communities of Kirkwood and Bear Valley for employees at the resorts.

Another indicator of the need for affordable housing in the County is the estimated number of households overpaying for housing. As shown in Section C, approximately 150 (33%) of the households were estimated to be overpaying for housing in 1990. Approximately 76 (50%) of these households are estimated to be lower income. This is 43% of the lower income households in the County.

3. Cost of Residential Lot

According to local Realtors the average cost of a residential lot in the Markleeville/Woodfords area is \$25,000 for 1/4 to 1/2 acres lot with water. Lots in Bear Valley average \$30,000 and \$60,000 in Kirkwood.

4. Cost of New Home Construction

The cost to construct a new home varies between the different communities in Alpine County due to distance from construction goods and labor, topography, and availability of water. Table 6 shows the estimated average cost to construct a 3-bedroom home in Woodfords to be \$108,980. If this cost is added to the estimated cost of a 1/4 to 1/2 acre residential lot (\$25,000) it is estimated that the cost of a new three bedroom home plus lot is approximately \$133,980. Only households earning above moderate income could easily afford this cost.

According to the County Building Inspector, the typical construction costs to build in Bear Valley (\$125 per sq. ft.) and Kirkwood (\$75 per sq. ft.) are much greater than in the East Slope (\$55 to \$65 per sq. ft.). This is because these areas are more remote and construction materials and skilled workers must be imported from a greater distance thereby raising the price.

5. Development Costs

Table 7 shows the costs associated with subdivision developments. These costs are based on a current project in Amador County and have been modified for Alpine County. The estimated cost per lot for a 60-lot subdivision is \$29,300. According to a local realtor the current market price for a 1 to 2 acre lot in a new subdivision is \$35,000.

6. Financing

Initial financing costs for subdivision developers are approximately 20% of development cost as shown in Table 7. New home financing costs which have dropped in recent years are still the biggest portion of total new home cost, more than doubling the original cost of a home in thirty years.

7. Availability of Water and Sewer Services

As discussed in Section G, one major constraint on development in the East Slope communities of Alpine County is the availability and accessability of water. The water system serving the Markleeville area is in need of improvement and a moratorium has been placed on new hookups.

According to the Public Works Director, development in outlying areas, where a water system is not available, must produce their own source of water. Water in these areas may be difficult to obtain since all surface water in Alpine County has been adjudicated and ground water may be down as low as 350 feet in some areas.

Sewer services are available in the communities of Kirkwood, Bear Valley and Markleeville, but the remainder of the County's housing must use septic systems. Higher density development in these outlying areas may be difficult to service with septic systems.

Governmental Restraints

1. Planning Process and Fees

As shown in Table 7 State and local planning and development processes add to the cost of new housing and development. Combined with engineering costs, they make up approximately 1.3% of total costs. Table 8 shows the time and fees required to process various planning permit applications in the County. The average processing time for planning permits, though is generally faster than other counties in the area, such as El Dorado and Calaveras Counties and the fees are less costly.

Environmental review of new development projects can be costly and time consuming. An environmental impact report (EIR) costs approximately \$50,000 or more and may take up to 15 months for completion and review. In addition, the California Department of Fish and Game now charges \$850 for review of EIRs and \$1,250 for review of negative declarations for projects which may impact fish or wildlife.

TABLE 6

**ESTIMATED AVERAGE COST OF A NEW
SINGLE FAMILY DWELLING
IN
WOODFORDS**

	<u>Cost</u>
Construction cost for a 1600 sq.ft. 3 bedroom home at \$60/sq.ft.:	\$ 96,000
Grading and site preparation:	5,000
Misc., Permits, Landscaping, Etc.:	5,000
Fire Protection Fee:	480
Water Storage Tank Fee:	2,500
Subtotal	\$ 108,980
 Average cost of 1/4 to 1/2 acre lot in East Slope area:	 25,000
Total Cost of Home and Land:	\$ 133,980

2. Other Development Fees

In addition to planning permit fees, a fire protection impact fee of \$.30 per square foot is charged on all new development and new homes in areas with no water system are required to pay \$2,500 toward provision of water storage tanks for fire protection or to install a tank as required by the California Department of Forestry. These costs are needed, though, to provide fire protection services for public safety.

3. Zoning and Land Use Controls

The County has policies in the General Plan and Zoning Ordinance regulations which affect the size of parcels, type of dwellings allowed, housing density, etc. These regulations may impact the availability and affordability of housing in the County, but are usually needed to address public health and safety concerns.

The County has two residential zones: the RE, Residential Estate Zone and RN, Residential Neighborhood zone. The RE zone only allows a maximum density of one single family dwelling per one acre parcel. This low density zone is used to create low density residential areas where needed to protect public health and safety and maintain environmental quality. The RN zone allows one single family dwelling per lot or a maximum density of 4 units per acre. Second family houses, mobile home parks and higher density housing (not to exceed 15 units per acre) are allowed in this zone through a conditional use permit process after considering the physical constraints and the impacts on water resources, sewage capability, snow removal, parking, access, aesthetics, etc. Each application is considered on a case-by-case basis.

Setback requirements in both zones may appear quite excessive compared to more urban areas. Thirty feet is required for front, side and rear yards in the RE zone. The RN zone requires a 30-foot front yard setback, a 20-foot side yard (for interior lots) and 20 feet in the rear. These setbacks are needed due to the higher fire hazards associated with living in a rural area.

Consistent with State law manufactured and modular homes meeting UBC requirements are allowed in residential zones. Mobile home parks are allowed in the RN zone with a use permit.

TABLE 7

EXAMPLE PROJECT SUBDIVISION DEVELOPMENT COSTS

<u>Component</u>	<u>Total Cost</u>	<u>Per Unit Cost</u>
<u>Land Cost, Financing and Preliminary Planning</u>	(60 lots, 1 to 2 acres in size)	
Land Cost (150 Ac.)	\$ 600,000	
Preliminary Planning/Engineering	60,000	
Financing Costs	<u>200,625</u>	
	\$ 860,625	
<u>Land Development</u>		
Street Work	\$ 190,000	
Highway Improvements	80,000	
Grading	52,000	
Storm Drain	33,150	
Sewer	375,000	
Water	109,000	
Electrical	132,000	
Misc.	65,000	
Engineering @ \$1000/lot	60,000	
Contingencies @ 10% of Hard Costs	<u>109,600</u>	
	\$ 750,750	
Points @ 1.5%	\$ 11,260	
Interest reserve -- 18%	<u>135,135</u>	
TOTAL	\$ 897,145	
<u>Total Land and Development Costs (Developer's Cost)</u>	\$1,757,770/60	= \$ 29,300
<u>Sales Price Per Lot (Current Market Prices)</u>		\$ 35,000

* This information has been derived from a project in Amador County and land costs have been modified for Alpine County.

TABLE 8

**ALPINE COUNTY
PLANNING AND DEVELOPMENT IMPACT FEES**

<u>Permit / Service</u>	<u>Fees</u>	<u>Average Processing Time</u>
Tentative Subdivision Map	\$600 + Cost	4 Months
Rezone	\$300 + Cost	3-4 Months
Use Permit	\$200 + Cost	2 Months
Negative Declaration	\$100 - \$200 + Cost	3 Months
EIR	\$500 + Cost	3-15 Months
Fire Protection Fee	\$.30 per sq. ft. (\$480 for 1600 sq. ft. home)	
Building Permit Fee	Varies (averages \$2300 for 1600 sq. ft. home)	
Fire Water Tank Storage Fee	\$2500 (or installation of tank) for houses in areas with no water system	

4. Second Unit Requirements

Second units are attached or detached dwelling units constructed on developed lots with existing single family homes. According to the State Department of Housing and Community Development, second units provide additional rental housing, “enable homeowners with declining income to supplement their incomes and make more economical use of land and existing infrastructure.”³

Alpine County’s Zoning Ordinance currently allows second units in the RE and RN zones. Approval of a conditional use permit is required, the second unit must be attached to the primary single family dwelling and may not exceed 640 square feet in floor area.

The County has never denied a use permit for a second unit which meets Code requirements. Twenty one second units were constructed in the County between 1986 and 1997.

5. Improvement Requirements and Costs

Since the passage of Proposition 13, new developments are required to build or pay for off-site improvements such as roads or road improvements, traffic controls, storm drainage facilities, water system improvements, etc.

The California Department of Transportation (Caltrans) generally requires new development on State highways to construct highway improvements needed to accommodate expected traffic impacts. Such improvements may be very costly.

Fire safety regulations recently adopted by the California Department of Forestry (CDF) place strict water improvement and road design standards on development in outlying areas. These new requirements may result in increased housing costs. In addition, the regulations contain large setback requirements which could discourage the development of high density affordable housing. Alpine County has adopted CDF’s regulations with several amendments, including exclusion of the application of the requirements to parcels or buildings connected to water systems meeting certain requirements.

6. Building Code Requirements

Alpine County has adopted and enforces the State Uniform Building Code and has also adopted amendments which are more restrictive than the State codes including requirements for Class B shingles on exterior walls, plumbing insulation in unconditioned areas, and Class A roofing. These requirements are needed for fire and freeze protection. According to the County Building Inspector, they will result in an increase to the cost of home construction in the County, but the increased cost is not substantial.

I. STATE AND FEDERAL FUNDING PROGRAMS

There are many State and Federal funding programs available to assist in the financing of the construction and/or rehabilitation of affordable housing. Eligible applicants for the funds are usually local government agencies, nonprofit corporations or for-profit corporations, but a few programs do allow individuals to apply.

³ State Department of Housing and Community Development, Second Units, Sacramento, CA 1990.

Unfortunately, the competition for funding in many of the programs may be high. In addition, the criteria required to use the funds may be difficult to meet and funding for some programs may not always be available. Some of the programs available are described below:

California Homeownership Assistance Program (CHAP)

CHAP provides up to 49% of the purchase price of a home in the form of a mortgage participation loan with an institutional lender. The buyer provides a down payment and pays closing costs. Private lenders finance the balance of the purchase price with a conventional loan. When the home is sold, the state loan amount and a proportional share of the equity are repaid to the CHAP revolving loan fund.

Funding may be used to assist: renters who might be displaced by condominium conversion to purchase their units; mobile home park residents to purchase their spaces if the park is converted to a stock cooperative; buyers of factory-built housing or mobile homes developed on permanent foundations; and stock cooperatives or nonprofit corporations to develop or purchase mobile home parks. Request for Proposals are issued as funds become available.

For more information contact: **HCD - Homeownership Loan Unit**
Telephone: 916- 445-0110

Home Mortgage Purchase Program

The California Housing Finance Agency (CHFA) issues tax-exempt bonds to provide low interest loans to low and moderate income people who are first time home buyers. Lending institutions will apply on behalf of the eligible income groups. These loans may be used for new construction or resale of existing homes in target areas.

For more information contact: **California Housing Finance Agency**
1121 "L" St., Sacramento, CA 95814
Telephone: (916) 322-3991

Rural Housing Home Improvement Loan Program (FmHA Section 502)

This program provides eligible applicants with below market rate loans for home repairs, financial assistance in purchasing a new home or manufactured housing, new housing construction, refinancing under special conditions, and/or room additions. Eligible applicants must be low income groups and must reside in the home once rehabilitation is completed.

For more information contact: **Farmers Home Administration**
Telephone: (209) 946-6244

Mobile Home Park Assistance Program (MPAP)

To preserve affordability for low income mobile home park residents, MPAP provides financial and technical assistance for the resident purchase of mobile home parks. Assistance is provided to low income park residents or to the organization formed by the park residents.

The per annum interest rate for MPAP loans is 7%. Conversion loans for purchase and conversion of parks

must be repaid in three years. Repayment of blanket and individual loans used to reduce housing costs for low income residents may be scheduled for up to 30 years.

For more information contact: **HCD - Homeownership Loan Unit**
Telephone: (916) 445-0110

Farmers Home Administration Rural Rental Housing Program (FmHA Section 515)

Loans to public and private for-profit and nonprofit sponsors for construction or rehabilitation of rental and cooperative housing, purchase of an existing facility where substantial rehabilitation is involved, or purchasing manufactured housing for the Targeted Income Group.

For more information contact: **Farmers Home Administration**
Telephone: (209) 946-6244

Rental Housing Construction Program (RHCP)

RHCP awards funds to local government agencies and for- and nonprofit sponsors of new construction rental housing projects. To provide affordable units for low income households, rents for the units are reduced for 40 (or longer) years by a one-time, low interest loan for development and construction costs. The number of assisted units in each project must be at least 30% of the total number of units. RHCP is funded by the sale of bonds authorized by the Housing and Homeless Bond Act of 1988 (Proposition 84).

The program is expected to start receiving applications in the winter of 1990. Applications will be submitted on a continuous basis. Awards will be announced on a quarterly basis.

For more information contact: **HCD** Telephone: (916) 327-2864

Family Housing Demonstration Program (FHDP)

A component of the Rental Housing Construction Program FHDP awards funds for new construction or acquisition and rehabilitation of rental housing for low income households, primarily families. Funding is available for either congregate or conventional rental unit development. Rental projects must include support services such as child care, job training and employment services. Rents for the lower income units are reduced for 30 years by a one-time, zero interest, deferred payment loan that decreases construction and operating costs. FHDP is funded by the sale of bonds authorized by the Housing and Homeless Bond Act of 1988 (Proposition 84) and is expected to start receiving applications in the winter of 1990. Applications will be submitted on a continuous basis. Awards will be announced on a quarterly basis.

For more information contact: **HCD** Telephone: (916) 327-2864

Predevelopment Loan Program (Urban & Rural) (PLP)

PLP provides 7% loans to local government agencies and nonprofit corporations to pay pre-development costs incurred in developing low income housing. Eligible pre-development costs include, but are not limited to: site control, engineering studies, architectural plans, application fees, legal services, permits, bonding, and site preparation. The loan term is two years.

Loans are also made for site acquisition to land bank sites for future low income housing development. The term for these loans is three years. Applications are accepted on a continuous basis.

For more information contact: **HCD** Telephone: (916) 445-0877

California Self-Help Housing Program (CSHHP)

Technical assistance grants are available from CSHHP for local government agencies and nonprofit corporations to assist low and moderate income families to build and rehabilitate their homes with their own labor. Mortgage assistance funds are available for low income households to help reduce the cost of self-help home financing.

Technical assistance funds may be used to pay for training and supervision of self-help builders, project planning, and loan packaging. Applications for funds are accepted on a continuous basis.

For more information contact: **HCD** Telephone: (916) 445-0110

Farmers Home Administration Self-Help Housing (FmHA Sections 523 and 524)

Grants to nonprofit organizations to provide technical assistance funds to Targeted Income Group members who build their own housing under FmHA Section 502 and provide some loans for land acquisition and off-site improvements limited to self-help construction. Section 524 provides for land acquisition and off-site improvements to self-help sponsors, public agencies, and private nonprofit organizations, not necessarily tied to self-help housing.

For more information contact: **Farmers Home Administration**
Telephone: (209) 946-6244

Department of Housing and Urban Development Low Income Rental Assistance (HUD Section 8)

Provides rent subsidies for Targeted Income Group occupants of Section 202 projects (see below) and existing units.

For more information contact: **HUD Area Office in San Francisco**

Department of Housing and Urban Development Direct Loans for Elderly and Handicapped Housing (HUD Section 202)

Provides long term direct loans to private, nonprofit sponsors to finance new construction for elderly and handicapped Targeted Income Group members.

For more information contact: **HUD Area Offices located in Los Angeles, San Francisco, Sacramento, San Diego and Fresno**

Senior Citizens Shared Housing Program (SCSHP)

SCSHP has three components all of which award funds using a Request for Proposal process. The "Match-up Shared Housing" component awards grants to local government agencies and nonprofit corporations to assist seniors to find others with whom they can share housing. Services funded by the grants include: outreach, information and referral, client counseling, placement and follow-up.

The "Technical Assistance" component awards grants to experienced shared housing provider organizations to train other organizations to start a new program or to improve an existing program. Funds can be used to provide conferences, workshops, and consultation, and may be used to produce training materials.

The "Senior Shared Group Resident" component awards grants for starting a shared group residence. Funds may be used for reasonable and necessary costs including, but not limited to: first and last months rent; damage, cleaning, security and utility deposits, vacancy reserve; minor necessary renovations; and related administrative costs. The residence must be occupied by three or more unrelated adults. At least 50% of the residents must be 60 years of age or older.

For more information contact: **HCD** Telephone: (916) 327-3748

Permanent Housing for the Handicapped Homeless Program (PHHHP)

On behalf of sponsors of multi-unit and group home projects developed for the disabled homeless, the Department will apply to the U.S. Department of Housing and Urban Development (HUD) for grants authorized by the Stewart B. McKinney Homeless Assistance Act of 1987 (amended in 1988).

HUD will provide up to 50% of total project costs. Matching funds of at least 50% must be provided by non-federal sources. When available, HCD funds are allocated by the California Housing Rehabilitation Program (see below) to be used as a portion of the required match. Projects using combined funds must conform to HUD and HCD requirements. Eligible sponsors are private nonprofit organizations and public housing agencies. Activities eligible for funding are acquisition, rehabilitation, and operations. Project sponsors must be able to provide supportive services. When funds are available, awards are made using the Request for Proposal process.

For more information contact: **HCD** Telephone: (916) 445-6501

Emergency Shelter Program (ESP)

ESP grants are made to local government agencies and nonprofit corporations that shelter the homeless on an emergency basis. Eligible grant activities include: rehabilitation, expansion of existing facilities, site acquisition (lease/purchase of site or facility), equipment purchases, and vouchers and administration (no more than 5% of a single grantee award). New construction is not an eligible program activity.

Allocations are made to urban and non-urban counties based on a formula. Grants may not exceed \$500,000 or the amount allocated to the county in which the grantee is located.

In urban counties, an authorized local board of shelter service providers may distribute, rank and prioritize applications for ESP funding where no award determination is made by ESP. Where no local board exists, applications are submitted directly to ESP. Funds are awarded using a Notice of Funding Availability

(NOFA) process.

For more information contact: **HCD** Telephone: (916) 445-0845

Rural Housing Repair Loans and Grants Program (FmHA Section 504)

Loans and/or grant funds may be used to pay the cost of repairs and improvements for a safe and sanitary unit. Costs such as repairing roofs, supply screens, repairing or providing structural supports, and rehabilitation of manufactured housing are eligible. However, cosmetic improvements are not fundable.

Applicants must be owner-occupants in rural areas who do not qualify for Section 502 loans and very low income. The combined loan and/or grant will not exceed \$7,500 for any applicant. Grants can be made to applicants over 62 years of age who lack the ability to meet Section 504 repayment terms, and are limited to a maximum of \$5,000.

For more information contact: **Farmers Home Administration**
Telephone: (209) 946-6244

California Housing Rehabilitation Program (Owner Component)

Authorized by the California Earthquake Safety and Rehabilitation Program (Proposition 77), this program funds rehabilitation of substandard low income owner-occupied homes to bring them into compliance with the California Health and Safety Code. Eligible applicants include local government and nonprofit entities. The loan term is five years for non-elderly households. Elderly household loans are repaid at time of sale or transfer. Loans are at 3% simple interest on unpaid principal balance. Extension of the loan can only be made with Department approval. Applications are accepted on a continuous basis.

For more information contact: **HCD** Telephone: (916) 323-3178

State Community Development Block Grant (CDBG) Program

On a competitive basis, CDBG awards funds to small community applicants for a wide range of activities that primarily serve persons of low and moderate income. Funded activities include water and wastewater facilities, public services, economic development, community facilities, housing rehabilitation, new construction (under limited conditions), and community and economic development planning.

Approximately 180 communities qualify for the CDBG Program. They are cities with populations under 50,000 and counties with populations under 200,000 that do not participate in the U.S. Department of Housing and Urban Development (HUD) CDBG entitlement program.

At least 51% of the State CDBG funds must be used for housing or housing-related projects; 30% of the funds are set aside for economic development activities; 10% of the funds are set aside for community and economic development planning grants; and 1.25% of the funds are awarded to projects serving Native Americans who do not belong to a federally recognized Indian tribe or rancheria.

General and Native American funds are awarded using an annual Request for Proposal process. Economic development funds are awarded on a quarterly basis.

J. HOUSING PROGRAM

Section E showed that the need for new construction is expected to be met through the market, but that there may be other existing needs which the County should strive to meet. These needs include subsidized or affordable housing for elderly and female headed households, more employee housing in resort areas, and assistance for homeless families.

Section F indicated a need for rehabilitation of some housing in the County and Section H identified several constraints which affect the availability and affordability of housing in the County.

The housing program consists of goals, policies and quantified objectives to guide the County in addressing these needs and contains implementation measures which should be undertaken to implement the policies and achieve the goals and objectives. The quantified objectives (shown on Table 9) and implementation measures do not address all the needs identified, but only those which can be more realistically obtained within the next five years given the limited resources and staff of a small rural County.

Most of the goals and many of the policies are the same as in the 1986 element. These goals and policies are considered appropriate toward contributing to attainment of the State housing goal.

ELEMENT V - SECTION J

G. P. GOAL NO. 45

PROVIDE ADEQUATE HOUSING FOR ALL PRESENT AND FUTURE RESIDENTS REGARDLESS OF AGE, RACE, INCOME, SEX OR RELIGION

POLICY NO. 45a

Assist and encourage the development of housing to meet the needs of low and moderate income households.

IMPLEMENTATION MEASURE: State Government Code Section 65915 requires local governments to grant a density bonus of at least 25 percent and an additional incentive, or financially equivalent incentive, to a developer of a housing development agreeing to construct at least:

- a) 20% of the units for lower income households; or
- b) 10% of the units for very low income households; or
- c) 50% of the units for senior citizens.

State law also requires that each jurisdiction adopt an implementing ordinance which includes a procedure for evaluating preliminary applications and the types of developer incentive to be provided. The Board of Supervisors shall direct County planning staff to draft a density bonus ordinance for adoption pursuant to State Government Code Section 65915 which meets State requirements but also considers public safety and health issues in the County such as provisions for adequate fire, water and sewer services. As discussed in Section H, there are water, sewer and fire protection service constraints which may be encountered by developers of

higher density projects.

Target date: January 1999

IMPLEMENTATION MEASURE: The Alpine County Board of Supervisors shall assist the Department of Housing and Community Development (HCD) in its efforts to establish a Section 8 subsidy program for the County

Target Date: June 1999

POLICY NO. 45B Encourage and assist in the development of employee housing in the ski resort communities of Bear Valley and Kirkwood.

OBJECTIVE NO.45A Increase the employee/unit ratio in Kirkwood and in Bear Valley.

IMPLEMENTATION MEASURE: Complete the Kirkwood Master (Specific) Plan revision and identify appropriate employee housing ratio and implementation measures.

Target Date: 1997

TABLE 9

QUANTIFIED OBJECTIVES

<u>Needs Group/Need</u>	<u>New Lower Inc. Units</u>	<u>Section 8 Subsidies</u>	<u>Rehabil- itation</u>	<u>Weather- ization</u>
Low Income Seniors	---	---	10	10
Low Income Female Headed Households	---	5	---	---
Homeless Families	---	5	---	---
<u>Employee Housing Needs</u>				
Kirkwood	44	---	---	---
Bear Valley	20	---	---	---
<u>Large Households</u>	---	---	12	---
	---	---	---	---
TOTALS:	64	10	22	10

IMPLEMENTATION MEASURE: The Alpine County Board of Supervisors shall appoint an employee needs task force to determine if an employee housing agreement shall be developed to require a ratio of employee housing units to guest units be built in Bear Valley (as required in Kirkwood). If determined necessary the task force shall draft an employee housing agreement for consideration and adoption by the Alpine County Board of Supervisors.

Target Date: 1997

POLICY NO. 45c

Periodically update ordinances and policies to remove unreasonable governmental constraints to construction of affordable housing.

IMPLEMENTATION MEASURE: The County Board of Supervisors shall periodically review their government policies and ordinances to determine if there are any unreasonable constraints to the construction of affordable housing.

Target Dates: Ongoing

POLICY NO. 45d

Promote the provision of adequate housing for all residents, regardless of race, income, age, sex or religion.

IMPLEMENTATION MEASURE: The County Clerk shall obtain information on fair housing laws from the State Department of Housing and Community Development. Copies of the information shall be made available for distribution to the public at the County Clerk's office, Department of Social Services and County Library.

Target Date: Ongoing

ELEMENT V - SECTION J

G. P. GOAL NO. 46

PROMOTE A CHOICE OF HOUSING BY LOCATION, TYPE, PRICE AND TENURE

POLICY NO. 46 Continue to provide adequate sites for housing development on the General Plan Land Use and Zoning Map.

ELEMENT V - SECTION J

G. P. GOAL NO. 47

PROMOTE A BALANCED RESIDENTIAL ENVIRONMENT WITH ACCESS TO EMPLOYMENT OPPORTUNITIES, COMMUNITY FACILITIES AND ADEQUATE SERVICES

POLICY NO. 47a

Seek to provide public services such as water, sewer, roads, streets, fire protection, etc.

IMPLEMENTATION MEASURE: The County Public Works Department shall continue to assist private water companies in pursuing funding needed to improve the water services in the County.

Target Date: 1997 - 2001

POLICY NO. 47b Encourage the provision of emergency housing for the homeless.

IMPLEMENTATION MEASURE: The County Planning Commission shall review the General Plan Land Use Element and Zoning Ordinance and recommend to the Board of Supervisors appropriate land use designations/zones in which to allow emergency and transitional housing for the homeless in the County. The Board of Supervisors shall adopt amendments to the Land Use Element and Zoning Ordinance as determined appropriate to allow said uses.

Target Date: 2001

ELEMENT V - SECTION J

G. P. GOAL NO. 48

PROMOTE PRESERVATION AND IMPROVEMENT OF THE EXISTING HOUSING SUPPLY

POLICY NO. 48 Encourage the reconstruction or rehabilitation of existing dwellings.

OBJECTIVE NO. 48 Rehabilitate 22 units occupied by or affordable to lower income households.

IMPLEMENTATION MEASURE: The County Board of Supervisors shall apply for CDBG or other funding available to establish a housing rehabilitation program in the County.

Target Date: 2001

K. DEFINITIONS

**Affordable
Housing**

Housing will be considered affordable for any given income Housing classification if, for households in that income classification, the monthly purchase payment, including principal, interest, taxes and insurance, or monthly rent payment does not exceed 25% of the total gross household income.

**Community
Development
Block Grant
(CDBG)**

Pursuant to the Housing and Community Development Act of 1974, CDBGs are federally/state administered grants disbursed annually to entitlement counties based on a competitive award process. Funded activities must primarily serve persons of low and moderate income and include water and wastewater facilities, public services, economic development, community facilities, housing rehabilitation, new

construction (under limited conditions), and community and economic development planning.

**Density
Bonus**

Density bonus means a special development incentive provided under State law, whereby a locality can agree to provide a twenty-five (25%) percent increase in residential densities in exchange for the construction of dwelling units affordable to low and moderate income households or seniors.

**Emergency
Housing**

Emergency housing is short term temporary housing for homeless or displaced persons.

**Equal Housing
Opportunity**

Equal housing opportunity means giving the chance for landownership or tenancy to all persons regardless of race, religion, sex, marital status, ancestry, national origin or color.

HUD Section 8

A housing program administered by HUD through housing Program authorities or other agencies, which provides housing subsidy for low income renters who have been issued certificates of eligibility.

**Income
Category**

Income ranges established pursuant to health and Safety Code Sections 50079.5, 50093, and 50105 which provides income ranges for a four (4) person family as follows:

Very Low Income

Income not exceeding 50% of the median family income of the County.

Other Lower Income

Income between 50% and 80% of the median family income of the County.

Moderate Income

Income between 80% and 120% of the median family income of the County.

Above Average
Income

Income above 120% of the median family income of the County.

**Jobs-Housing
Ratio**

Jobs-housing balance is an ideal ratio of jobs to housing in a community. An ideal ratio varies depending on the goals of the community, and may weigh such factors as housing affordability, wages, location, and number of workers per household.

Second Units

A dwelling unit located with a primary residence on a parcel zoned for a single family residence. State Government Code 65852.1 - 65852.2 prohibits a local ordinance from totally precluding second units unless an ordinance is adopted stating that such action may limit housing opportunities of the region and containing findings specifying the adverse impacts that second units would have on the public health, safety and welfare.

Transitional Housing

Housing provided for an extended period of time to homeless persons which is generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a permanent income and housing.

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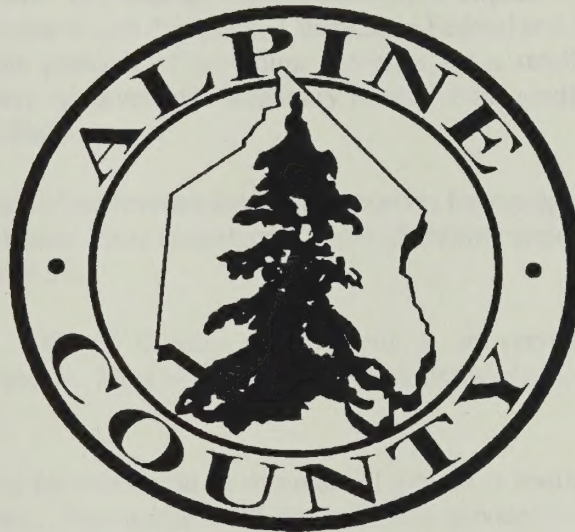
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GOVERNMENTAL
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ALPINE COUNTY

General Plan



VI. ECONOMIC DEVELOPMENT ELEMENT

ALPINE COUNTY

General Plan



VI. Housing Element and Policy

VI. ECONOMIC DEVELOPMENT

Economic development is the process by which people, finances, physical and natural resources are mobilized to produce marketable goods and services. Unique local factors determine whether or not it is necessary for normal entrepreneurial activity to be assisted by government actions for the benefit of the entire community. In communities where economic activity is robust, government may not need to take any action and instead focus on other community concerns such as preserving or improving the environment. Other communities may need to take actions to stimulate economic growth to maintain community balance if government revenues are not keeping pace with community service needs. Alpine County needs to both promote economic development and preserve its environment. The alpine environment of the County is not only a primary reason for the high quality of life enjoyed by residents, but also the most important economic resource of the County due to its attraction of tourism and recreation which are the strongest components of the economy.

Two economic studies have been completed for the County which are included in the General Plan Data Base 11.4 and 11.5. These studies document a lack of industry and declining retail businesses in the County. Consequently, dependence upon urban centers outside the County for goods and services cause a significant drain of local economy dollars. This leakage hinders attempts to expand local business activity and, as a result, local government revenue is also declining. Cutbacks in Federal and State funding and reduction of timber revenues adds to the problem of providing services for a small population which generates correspondingly low property tax revenues. Summary results of the studies which characterize Alpine County economic activity follow:

1. The proportion of tax revenue the County receives from property taxes predominates at more than 68%. Room Taxes contribute 17%, with mining approximating 10% and retail sales providing only 5%.
2. More than 70% of County employment is in services, primarily associated with tourism/recreation. Most of this employment consists of seasonal, minimum-wage and low-benefit jobs.
3. The potential for residential or commercial growth is restricted due to limited sewer and water systems. Expansion of all other County services is also problematic due to low revenues.
4. There are no serviced industrial sites available in the County, including at the County airstrip. This lack of infrastructure inhibits both business attraction and improvement of the airstrip by private developers or operators.
5. There is a high rate of small business failure. Unemployment ranges from 5% to 27% following the employment cycle of the ski resorts. Business activity in Markleeville recedes to a minimal amount during the winter when closure of Monitor and Ebbetts Passes prevents through traffic.
6. Dependence on one economic sector - tourism/recreation, makes the economy susceptible to extreme fluctuations due to weather conditions affecting segments of the winter tourism industry and road closures which isolate Markleeville.

ELEMENT VI

G.P. GOAL NO. 49

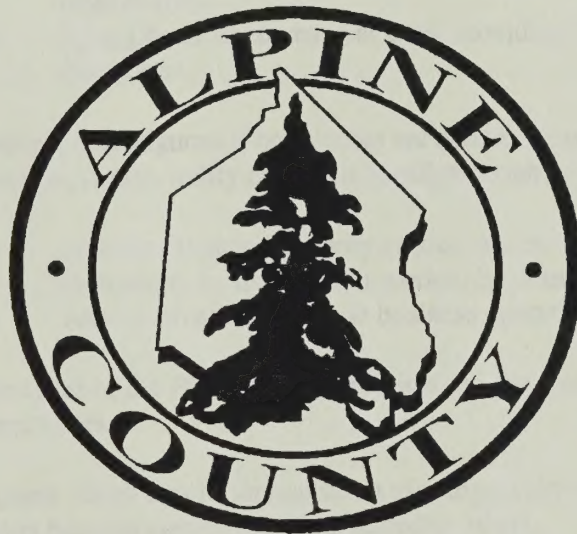
ESTABLISH A BALANCED ECONOMY THAT IS CONSISTENT WITH SUSTAINABLE ENVIRONMENTAL PRESERVATION

- OBJECTIVE NO. 49a** Identify programs to help diversify the economy.
- OBJECTIVE NO. 49b** Identify programs to help reverse the trend of failing or stagnating businesses and recruit new businesses.
- OBJECTIVE NO. 49c** Identify programs to improve services to support economic growth.

IMPLEMENTATION MEASURE: Establish an Economic Development Advisory Committee to identify and recommend appropriate programs to the Board of Supervisors. Members should include a Supervisor, a Planning Commissioner, a Chamber of Commerce representative, the BOS Assistant, the Planning Director and the Public Works Director.

ALPINE COUNTY

General Plan



DEFINITIONS

ALPINE COUNTY

Gravel Pit



VII. DEFINITIONS

ADT, (Average Daily Trip)	A measure of the amount of traffic being generated from a source, utilizing a route or corridor, and/or arriving at or through a destination or point.
Arterial	A major street carrying the traffic of local and collector streets to and from freeways or other major streets, with controlled intersections and generally providing access to properties.
Aquatic Habitat	The plants and other environment within a body of water.
Cluster Development	A development pattern in which residential land uses are grouped or "clustered" rather than spread evenly throughout a development area or a parcel as in conventional lot-by-lot development.
Conservation	(1) The management of natural resources to prevent waste, destruction, or neglect and; (2) <u>Wise Use</u> of resources over time, providing for the replenishment of Natural Resources.
Contiguous	Property is contiguous if boundaries are coterminous at any point, even if separated by roads, streets, utility easement or railroad rights-of-way.
Cottage Industry	(1) A manufacturing activity carried on, as in the early part of the industrial revolution, by farming out work to be done in the worker's homes and; (2) Any relatively small-scale business operation carried on as from the home.
County Planner	The agent of the Planning Commission and the County appointed by the Board of Supervisors.
Cumulative Impacts	Impacts which may be limited when viewing an individual project or parcel split, but which become significant when added to others.
Decibels (DB)	A unit used to measure the amplitude of sound. Each increasing unit is measured by a logarithmic scale rather than a usual arithmetic scale. See also Ldn.
Development	The improvement of land for the purposes of accommodating land uses.
Development Plan	Plans required for proposed development in a Planned Development Zone which guide development and control land uses on a site. Required items to be shown on development plans are listed in Section 18.28 of the Alpine County Zoning Code.
Dwelling Unit	One room, or a suite of two or more rooms, equipped with sleeping, and bath facilities, and designed for legal use by one or more families, but not including any

tent or camping shelter, or any boat, camper, motor coach, vehicle, or trailer, dormitory or labor camp.

**Environmental Impact
Report (EIR)**

An informational document required by State Government Code 2100 - 2108 for proposed activities which may significantly impact the environment. The EIR provides public agencies and the general public with detailed information about the effect an activity is likely to have on the environment, so they can make an informed decision.

Erosion

The process by which soil and rock are detached and moved by running water, wind, ice and gravity.

Escarpment

A steep slope formed by erosion or faulting.

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Active Fault

A fault which has exhibited surface displacement within the last 11,000 years.

**Potentially Active
Fault**

A fault that showed evidence of surface displacement within the last 1.6 million years.

Inactive Fault

A fault which shows no evidence of movement within the last 11,000 years.

Flood Plain

A lowland or relatively flat area adjoining inland or costal water that is subject to a one-percent or greater chance of flooding in any given year (i.e., a 100-year flood).

Geothermal Energy

Energy derived from the heat of the earth's interior such as found in hot springs, volcanoes, etc.

Goal

The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Habitat

The natural environment of a plant or animal.

**Habitation
(Structure Intended
for Human
Habitation)**

Residence, year-round or seasonal

Hazardous Material

An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and nuclear fuels.

Industry

Any land use or activity that involves the production of finished goods from raw materials or natural resources.

Ldn

Day/Night average level. The average equivalent day-weighted level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night before 7

a.m. and after 10 p.m. See also decibels (D6).

Lead Agency The public agency which has the principal responsibility for carrying out or approving a project.

Leg A level of noise exposure measured over a certain period of time, typically one hour.

Loam A rich soil composed of clay, sand and some organic matter.

Ministerial Action A land use activity not subject to rezoning, use permit, subdivision or other County approval which would not require environmental review.

National Fire Danger Rating System (NFDRS) A system developed and used by National Forest Services in Alpine County to evaluate and categorize special factors that affect fire hazard including general fuel type, rate of spread, resistance to control, vegetation, slope and access.

Natural Fire Management Areas Designated Wilderness Areas in which natural fires meeting certain criteria are allowed to burn with close monitoring in order to carry out their natural role in the ecosystem.

Parcel Map A map of a type of subdivision as defined in the Alpine County Subdivision Ordinance, containing complete engineering data, and prepared in accordance with the conditions of approval of a tentative map and in acceptable form for processing and filing for record, as provided in the Subdivision Ordinance.

Planned Development A form of development which, before construction, requires County review and approval of detailed plans. A planned development may include a number of housing units, clustered buildings, common open space, and a mix of building types and land uses.

Policy A specific statement guiding action and implying clear commitment.

Prime Agricultural Land

- (1) All land which qualifies for rating as Class I or Class II in the Soil Conservation Service land use capability classifications, (Alpine County soils are predominantly Class VII);
- (2) Land which qualifies for rating 80 through 100 in the Storie Index Rating, (it is not expected that any exist in Alpine County);
- (3) Land which supports livestock used for the production of food and fiber which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture;
- (4) Land planted with fruit or nut-bearing trees, vines, bushes, or crops which have a non-bearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the

production of unprocessed agricultural plant products an annual gross value of not less than \$200 per acre for three of the previous five years.” (Government Code Section 51201-c).

Private Road	Roads on private lands not accepted into the County road system.
Public Roads	County, State, or Federally maintained roads, roads offered for dedication, roads intended to remain private but which have become public through use over a number of years.
Renewable Natural Resources	Resources that can be replaced by natural ecological cycles or sound management practices (e.g., forests, plants, fish, and wildlife).
Riparian Habitat	The land and plants bordering a watercourse or lake.
Scenic River	A State designation given to rivers with special visual qualities and which protects them from the construction of dams, reservoirs, diversions or water impoundments unless the State determines such facilities are needed for water supply or will not adversely affect free flowing conditions.
Shall	Implies an unequivocal directive.
Should	Signifies a slightly less rigid directive to be honored in the absence of compelling, countervailing considerations.
Significant (Significant Effect Upon the Environment)	"Significant effect on the environment means a substantial or potentially substantial, adverse change in any of the physical conditions within the area affected by the activity including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. (California Administrative Code, Section 5040).
Silt	A fine-grained sediment with particles in size between those of sand and clay, carried or laid down by moving water.
"Special Study Zones"	Zones delineated by the California Division of Mines and Geology which encompass traces of active faults where surface displacement has occurred within the last 11,000 years. These zones were delineated as a requirement of the Alquist-Priolo Special Studies Zone Act of 1972.
Threatened, Rare or Endangered Plants and Wildlife Species	Plant and animal species designated threatened, rare or endangered as determined by

the California Fish and Game Commission or determined by The Secretary of the Interior or Secretary of Commerce.

Timber

Trees of any species maintained for eventual harvest of forest product purposes, whether planted or of natural growth, including Christmas trees, but not including nursery stock.

**Timber Preserve
Zone**

A zone designated in the Alpine County Zoning Code to preserve timberland. A timber preserve zone is a 10-year restriction on the use of land which is automatically renewed each year unless or until the affected property owner wishes to initiate withdrawal proceedings. In return for said restrictions, the taxation of timberland under this zone will be based on such restrictions in use.

Use Permit

A permit granted by the Planning Commission pursuant to the provisions of Section 18.76 of the Alpine County Zoning Code authorizing uses not allowed as a matter of right in a zone.

Utility Corridor

A linear strip of land without definite width, but limited by technological, environmental, and topographical factors, and containing one or more utility.

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DEPARTMENT OF CHEMISTRY

THOMAS J. VAN DER VEER
PH.D. 1972
DISSERTATION: THE CHEMISTRY OF THE
HYDROLYSIS OF SILICATE MINERALS

A DISSERTATION SUBMITTED TO THE FACULTY OF THE DIVISION OF THE PHYSICAL SCIENCES IN CANDIDACY FOR THE DEGREE OF DOCTOR OF PHILOSOPHY
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ALPINE COUNTY

General Plan



SUMMARY OF GOALS, POLICIES, OBJECTIVES
AND
IMPLEMENTATION MEASURES

ALPINE COUNTY

General Plan



Board of Supervisors
and
County Board of Education

Summary Table
of
GOALS, POLICIES, OBJECTIVES
and
IMPLEMENTATION MEASURES

I. CONSERVATION ELEMENT

A. EARTH

G. P. GOAL No. 1 CONSERVE SOIL AND RELATED RESOURCES

POLICY NO. 1 Require soils and geologic reports for all land development projects.

OBJECTIVE NO. 1 Adopt a comprehensive erosion control and grading ordinance.

IMPLEMENTATION MEASURE: Such an ordinance should require County approval for significant grading or vegetation removal operations. It should contain standards for on and off-site erosion control including re-seeding.

G. P. GOAL No. 2 PROTECT THE MINERAL RESOURCES OF ALPINE COUNTY AND PROMOTE THEIR WISE USE

POLICY NO. 2a Existing mines and mineral deposits shall be protected from encroachment by incompatible land uses in accordance with California Public Resources Code 2710 et seq. (Surface Mining and Reclamation Act).

POLICY NO. 2b Maintain open space buffer zones around existing or possible future mining sites to prevent encroachment and help mitigate noise, dust, vibration, and visual impacts and protect public safety.

POLICY NO. 2c All costs and responsibilities for controlling off-site effects generated by mining and associated operations should be attenuated by mine operators and developers to the satisfaction of the County.

POLICY NO. 2d All surface mined lands should be reclaimed following completion of surface mining operations to a usable condition which is readily adaptable to alternative land uses.

B. AIR

G. P. GOAL NO. 3 CONTINUE TO MEET OR EXCEED FEDERAL AND STATE AIR QUALITY REGULATIONS

- POLICY NO. 3** The County should continue to consult with the Great Basin Unified Air Pollution Control District regarding any proposed project which has the potential to adversely affect ambient air quality.

C. WATER

G. P. GOAL NO. 4 MAINTAIN ADEQUATE SUPPLIES OF SURFACE WATER IN ALPINE COUNTY FOR ALL CURRENT AND FORESEEABLE NEEDS

- POLICY NO. 4a** Alpine County should remain opposed to any reduction in quantities of surface water presently administered to users in the County under the final decree issued by the District Court for the District of Nevada involving the United States of America versus Alpine Land and Reservoir Company (1980) unless or until reasonable alternatives for supply of water for County's agricultural needs are secured.
- POLICY NO. 4b** Development on lands draining to the Carson River should not significantly diminish the present supply of surface water to any tributary or channel of said river segments.
- POLICY NO. 4c** Run-off from new land developments should not individually or cumulatively increase flows of existing stream or river channels.
- POLICY NO. 4d** Acquire and maintain water rights to protect the County's interest and future needs.

G. P. GOAL NO. 5 MAINTAIN ADEQUATE SUPPLIES OF GROUNDWATER IN ALPINE COUNTY FOR ALL CURRENT AND FORESEEABLE NEEDS

- POLICY NO. 5a** Groundwater withdrawals should not exceed or significantly draw-down groundwater supplies.
- POLICY NO. 5b** Alpine County should oppose any significant reduction in quantities in groundwater in the County due to extractions by wells that serve areas outside of the County.
- POLICY NO. 5c** Coverage of land that would reduce infiltration from run-off or surface water should be minimized in areas important for groundwater recharge including coarse (gravelly) deposits along mountain fronts and stream or river channels.
- POLICY NO. 5d** No parcel should be created or development approved that may involve

structures intended for human occupancy unless an acceptable means of water supply has been proven available.

G. P. GOAL NO. 6 **IMPROVE AND MAINTAIN THE QUALITY OF ALPINE COUNTY'S SURFACE WATER RESOURCES IN COOPERATION WITH THE LAHONTAN AND CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARDS**

G. P. GOAL NO. 7 **MAINTAIN SAFE, CLEAN GROUNDWATER SUPPLIES THAT ARE ADEQUATE FOR ALL CURRENT AND FORESEEABLE BENEFICIAL USES**

POLICY NO. 7a The County should notify, inform, and provide adequate time for response to the appropriate Regional Water Quality Control Board regarding all projects for which County approval is necessary except those for which waiver provisions have been granted.

POLICY NO. 7b No parcel should be created or development approved that may involve structures intended for human occupancy unless an acceptable means of sewage disposal has been proven available.

POLICY NO. 7c Residential developments utilizing individual sewage disposal systems should not be allowed to accumulate in a given area in such concentrations that they collectively pose a threat to groundwater quality.

D. WETLANDS

G. P. GOAL NO. 8 **PRESERVE AND PROTECT WETLAND AREAS**

POLICY NO. 8 Minimize development in or conversion of wetlands.

IMPLEMENTATION MEASURE: Require the submittal of a detailed wetland delineation, performed by a qualified biologist, for development projects proposed in or near suspected wetland areas.

IMPLEMENTATION MEASURE: Require proponents of development projects in wetland areas to mitigate impacts on wetlands such that, at minimum, there will be no net loss of either wetland habitat values or acreage.

IMPLEMENTATION MEASURE: Require U.S. Army Corps review prior to County approval of projects impacting wetlands.

IMPLEMENTATION MEASURE: No use that would involve significant vegetation removal or earth disturbance should be allowed in stream environment designated areas. Due to the generalized standard used to delineate stream environments, variances in the above standards should be allowed where it can be proven projects will not generate unmitigable significant adverse effects upon the following features: groundwater

recharge, surface water quality, aquatic or riparian habitat, wet lands, archaeological sites, aesthetics, and cliff or stream bank erosion. The County may approve projects that would impact designated stream environment areas where it is found that negative effects upon any of the listed parameters are outweighed by public need or concern.

However, variance provisions should not apply to streams presently serving or intended to serve as habitat for threatened trout species. The County may require developers to dedicate land or easements to and along year-round stream channels for the protection of stream environments or their public use.

E. PLANT LIFE

G. P. GOAL NO. 9 PROTECT AND INCREASE THE POPULATIONS OF THREATENED, RARE, OR ENDANGERED PLANT SPECIES

POLICY NO. 9 Areas containing or suspected of containing rare, endangered, or threatened plants should not be disturbed without providing the California Department of Fish and Game a reasonable period of time within which to investigate, remove, or otherwise protect them.

F. AGRICULTURE

G. P. GOAL NO. 10 PRESERVE AND PROTECT AGRICULTURAL PRACTICES IN ALPINE COUNTY

OBJECTIVE NO. 10 Establish tax incentives or other means of preservation of Agriculture in Alpine County.

IMPLEMENTATION MEASURE: Implement state enabling legislation, "The Williamson Act", to provide prime agricultural land owners with the option of reduced taxes to preserve agricultural uses through ten-year contracts with the County. The eligible area to be identified in an implementing ordinance should include all areas of 15% or less slope which are designated Open Space (OS) and zoned Agricultural (AG).

G. P. GOAL NO. 11 ENCOURAGE CLUSTERING OF DEVELOPMENT PROPOSED FOR AGRICULTURAL LANDS TO MINIMIZE LOSS OF PRODUCTIVE LANDS TO AGRICULTURALLY UNECONOMICAL PARCEL SIZES

G. FORESTS

G. P. GOAL NO. 12 PROMOTE WISE FOREST MANAGEMENT PRACTICES AND FIRE PROTECTION ON ALL EXISTING OR POTENTIAL COMMERCIAL TIMBER LANDS

POLICY NO. 12 Property owners should be encouraged to apply for timber preserve zoning and be thereby granted an opportunity for property taxation based upon timber yield.

OBJECTIVE NO. 12 Work with the California Department of Forestry toward the adoption and implementation of special timber harvest management practices for east slope timber resources.

IMPLEMENTATION MEASURE: It is a policy of the State Board of Forestry that counties try to improve existing State rules covering timber harvest practices rather than adopt their own. Alpine County is part of the Southern Forest for forest practice purposes as specified in Section 909 of the California Administrative Code, Section 952 et seq. specifies forest practice rules which apply to the entire Southern Forest District. Special rules could be added which address conditions that are unique to the Sierra Nevada east slope including fire danger (refer to Safety Element - Fire).

H. ANIMAL LIFE

G. P. GOAL NO. 13 PROTECT THE CRITICAL HABITAT OF ALL FEDERAL OR STATE LISTED SENSITIVE, THREATENED, RARE, OR ENDANGERED WILDLIFE

POLICY NO. 13 The County should provide the California Department of Fish and Game notice of all development that may encroach upon the critical habitat of sensitive, threatened, rare or endangered species with reasonable time for the Department to respond with recommendations for project alternatives and mitigation measures.

G. P. GOAL NO. 14 PROTECT IMPORTANT DEER HABITATS AND MIGRATION ROUTES TO THE GREATEST EXTENT FEASIBLE

POLICY NO. 14a The County should provide the California Department of Fish and Game with notice of all development projects located within known or suspected critical summer or winter range or deer migration corridors with reasonable time for the Department to respond with recommendations for project alternatives and mitigation measures.

POLICY NO. 14b The County should encourage clustering of development to protect wildlife habitats and migration routes from development by placing them in permanent open space in conjunction with approved cluster development.

G. P. GOAL NO. 15 **PROTECT AND ENHANCE FISHERIES INCLUDING THE EXISTING AND PROPOSED HABITATS FOR THREATENED PAIUTE AND LAHONTAN CUTTHROAT TROUT**

- POLICY NO. 15a** Protect the aquatic habitat along the East Fork of the Carson River to maintain the fishery in the designated Wild Trout Management Area upstream from Wolf Creek.
- POLICY NO. 15b** Cooperate with the Department of Fish and Game in implementing their East Fork of the Carson River Wild Trout Management Plan.
- POLICY NO. 15c** The County should acquire easements to and along rivers, streams, and lakes wherever feasible and appropriate for public fishing access.
- POLICY NO. 15d** Cooperate with other agencies in the development of an overall drainage management plan for the East and West Forks of the Carson River and their tributaries.
- POLICY NO. 15e** Support acquisition of water rights at Heenan Lake, Red Lake, Caples Lake, Twin Lake, and Meadow Lake Hydro System. Oppose the transfer of water rights or diversion of water within Alpine County that would adversely impact fisheries and recreational uses.

I. ENERGY

G. P. GOAL NO. 16 **ACHIEVE MAXIMUM LEVELS OF ENERGY CONSERVATION THROUGH PROPER CONSTRUCTION, DESIGN, AND PLACEMENT OF ALL NEW DEVELOPMENTS**

- POLICY NO. 16a** All new public, private facilities and residences should be designed to meet requirements of Title 24 of the State Energy Code.
- POLICY NO. 16b** In approving development permits the County should set requirements and/or make recommendations wherever possible that would improve energy conservation and save long-term costs.
- POLICY NO. 16c** New residential developments should be located within reasonable distance of public facilities, services, employment, and commerce.

G. P. GOAL NO. 17 **DEVELOP ENERGY RESOURCES INCLUDING BUT NOT LIMITED TO SOLAR, WIND, GEOTHERMAL, AND SMALL HYDRO WITHOUT SACRIFICE TO AESTHETICS OR THE EXISTING NATURAL OR SOCIOECONOMIC ENVIRONMENT**

- POLICY NO. 17a** Small scale hydro electric power generation facilities should be developed where dams, canals, or pipelines exist or are constructed providing any losses of water to present beneficial uses can be determined insignificant.
- POLICY NO. 17b** Existing and proposed special service districts should consider power

generation using locally available hydro, wind, or other resources among the services and facilities they would intend to provide.

- POLICY NO. 17c** All new lots or parcels intended to contain structures for human occupancy should be designed to allow for and protect maximum utilization of available solar and wind resources.
- POLICY NO. 17d** The investigation and development of geothermal resources on Alpine County's eastern slope should be encouraged.
- POLICY NO. 17e** Opportunities for generating electricity using wasted heat from future industrial, commercial, or manufacturing processes (co-generation) should be considered where feasible and appropriate.
- POLICY NO. 17f** No trans-Sierra utility corridors including power lines, pipelines and other utility transmission facilities should be allowed in Alpine County.

J. CULTURE

G. P. GOAL NO. 18 PRESERVE AND PROMOTE THE ARCHAEOLOGY AND HISTORY OF ALPINE COUNTY

- POLICY NO. 18a** The County should cooperate with the Washoe and the MiWok Tribes to develop policies for the identification and protection of significant archeological sites.
- POLICY NO. 18b** The County should provide notice and necessary information to the Regional Officer governing archaeological sites of any development project that may have the potential to affect an archaeological site. The officer should be allowed reasonable time to determine whether the project involves an archaeological site and respond with project alternatives and/or mitigation measures which would lessen or mitigate any identified negative effects.
- POLICY NO. 18c** The proponents or applicants for development projects in areas known or suspected of containing historic artifacts should be required to protect any historic sites and/or artifacts that may be found.
- POLICY NO. 18d** The County should assist the public in locating and obtaining grants for low interest loans for the preservation and enhancement of historic buildings.
- POLICY NO. 18e** The County should promote proactive planning to avoid cultural resource impacts and promote historic preservation through appropriate standards, incentives and easements.

K. AESTHETICS

G. P. GOAL NO. 19 MAINTAIN AND IMPROVE EXISTING AESTHETIC RESOURCES IN ALPINE COUNTY

POLICY NO. 19a Obtain County scenic highway designations for Blue Lakes Road, Hot Springs Road, and other County roads.

IMPLEMENTATION MEASURE: Blue Lakes Road and Hot Springs Road are designated scenic routes on the Land Use Map and application should be made for official State designation. The Planning Commission should review all County roads and make recommendations to the Board of Supervisors regarding other routes that should be designated. The County's special scenic highway combining zone should be applied to these routes.

POLICY NO. 19b Protect steep slopes from grading, vegetation removal, road construction or other developments or activities that may impact the viewshed from any scenic route or General Plan designated residential or recreation area.

POLICY NO. 19c Protect open areas, ridges, peaks and other skyline features from structures that may impact the viewshed from any scenic highway or general plan designated open space, residential or recreational area.

POLICY NO. 19d Developments outside of the treeline in mountain meadow areas and on irrigated or cultivated agricultural lands should be prohibited.

POLICY NO. 19e Continue to maintain a design review committee to review and make commendations upon building permits and development plans in the town of Markleeville.

POLICY NO. 19f Implement a Design/Architectural, Review process for entitled uses to maintain aesthetic quality of County development.

POLICY NO. 19g Covenants, conditions and restrictions (CC&R's) that are approved as mitigation measures to environmental impacts, to protect the aesthetics of areas from development impacts, should require County approval for subsequent revision.

POLICY NO. 19h Protect night time views by minimizing exterior lighting. Light sources should not be visible from other properties.

II. SAFETY ELEMENT

A. FIRE

G. P. GOAL NO. 20 BUILD FIRE SAFETY MEASURES INTO NEW DEVELOPMENT AS A MEANS OF LOWERING FIRE PROTECTION COSTS AND PROTECTING LIFE AND PROPERTY

POLICY NO. 20 Fire protection facilities shall be required with the approval of any development permit where it is found such a development may subject persons or property to fire danger.

OBJECTIVE NO. 20 Require fire safety standards which seek to minimize wildland and structure fire hazards in all future development.

IMPLEMENTATION MEASURES:

A. Require all new development and construction to comply with California Department of Forestry Fire Regulations as specified in State Government code 1270, and/or as modified by the County.

B. Encourage controlled burns and fuel reduction practices in compliance with CDF standards and practices.

B. SEISMIC

G. P. GOAL NO. 21 INFORM RESIDENTS OF THE CORRIDOR AREA OF SEISMIC RISKS THAT ARE LOCATED IN THE AREA

POLICY NO. 21a Any parcel map, or subdivision map, subdividing lands near the potentially active faults located along the eastern escarpment of the Sierra Nevada as shown on the Land Use Map shall contain a notation warning that said area may be subject to seismic activity.

POLICY NO. 21b All new development proposed within or adjacent to a "Special Study Zone" as identified on the Official Map prepared by the State Mines and Geology and shown in Appendices R-8 through R-10 in the Alpine County General Plan, shall require a geologic report. Human occupied structures shall not be constructed across traces of active faults as identified in a required geologic report.

C. UNSTABLE SLOPES

G. P. GOAL NO. 22 LOCATE AND DESIGN ALL NEW DEVELOPMENT TO PREVENT THREAT DUE TO LANDSLIDE OR AVALANCHE

POLICY NO. 22a All developments intended for human use or occupation shall address potential hazards by natural or construction related landslides.

POLICY No. 22b

All developments intended for human use or occupation shall address avalanche hazard assessment where the following conditions occur: treeless or sparsely vegetated slopes, gullies, and bowls steeper than 30 percent; and/or any history or evidence of avalanche occurrence susceptibility.

D. FLOOD

G. P. GOAL No. 23

LOCATE AND DESIGN ALL NEW DEVELOPMENT TO PREVENT THREAT TO FROM FLOOD OCCURRENCE

POLICY No. 23a

Subdivision Maps shall identify 100 year flood zones and development shall be prohibited or protected within those zones.

POLICY No. 23b

No living quarters shall be allowed at ground level and commercial, industrial, and other human activities shall be controlled within areas possibly subject to flood inundation due to possible dam failure.

POLICY No. 23c

Dam and irrigation ditch failure hazard assessments and emergency plans shall be prepared before any development which may subject persons or property to hazards associated with such facilities failure is approved.

POLICY No. 23d

Any parcel map, or subdivision map subdividing lands near drainage on the eastern escarpment of the Carson Range in Alpine County, shall contain a notation warning that said area is possibly subject to flash flood occurrence.

E. NOISE

G. P. GOAL No. 24

MINIMIZE THE NUMBER OF NUISANCES CREATED BY NOISE AFFECTING CITIZENS OF ALPINE COUNTY

POLICY No. 24a

No development shall be allowed that would subject persons living in existing or planned residential areas to unhealthful noise levels.

POLICY No. 24b

New development of noise-sensitive uses shall not be allowed where the noise level due to non-transportation noise sources will exceed the noise level standards shown in the chart below, as measured immediately within the property line of the new development, unless effective noise mitigation measures have been incorporated into the development design to achieve the standards specified.

Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards as measured immediately with the property line of lands designated for noise-sensitive uses. Noise sensitive uses include hospitals, clinics,

schools, libraries or residences. This policy shall not apply to noise sources associated with agricultural operations on lands zoned for agricultural uses, residential units established in conjunction with industrial or commercial uses (e.g. caretaker dwellings) or snow-making in ski resort areas.

**NOISE LEVEL PERFORMANCE STANDARDS FOR NOISE SENSITIVE
USES AFFECTED BY NON-TRANSPORTATION PROJECTS**

Noise Level Descriptor	Daytime (7 a.m to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly Leq,	50	45
Maximum level, dB	70	65

POLICY No. 24c The Planning Commission may allow noise level standards to be exceeded for temporary activities.

POLICY No. 24d New development of noise-sensitive land uses will not be permitted in areas exposed to existing or projected levels of noise from transportation noise sources which exceed the levels specified in the following chart, unless the project design includes effective mitigation measures to reduce noise in outdoor activity areas and interior spaces to the levels specified.

F. HAZARDOUS MATERIALS

G. P. GOAL NO. 25 **PROTECT CITIZENS AND PROPERTY FROM DAMAGE BY HAZARDOUS MATERIALS INCLUDING BUT NOT LIMITED TO HARMFUL CHEMICALS, RADIATION LEVELS, GASES, EXPLOSIVES AND HAZARDOUS WASTE**

POLICY No. 25a Ensure that hazardous waste materials used in business and industry are properly handled and that information on their handling and use is available to fire and police protection agencies.

IMPLEMENTATION MEASURE: Continue to enforce hazardous materials provisions in the County Zoning Code.

POLICY No. 25b Ensure that hazardous waste generated in the County is properly planned for handled, treated and disposed of.

IMPLEMENTATION MEASURE: Enact provisions of the implementation plan provided in the Alpine County Hazardous Waste Management Plan.

IMPLEMENTATION MEASURE: Comply with the California Integrated Waste Management Act which directs counties to prepare an Integrated Waste Management Plan.

POLICY NO. 25c Ensure that Alpine County does not become a corridor for transporting nuclear waste.

IMPLEMENTATION MEASURE: The Alpine County Board of Supervisors should consider adopting a resolution to establish a nuclear waste transport free County.

III. LAND USE ELEMENT

B. PUBLIC SERVICE AND FACILITIES

ELEMENT III - SECTION B

G. P. GOAL NO. 26 PROVIDE A LEVEL OF PUBLIC SERVICE ADEQUATE TO INSURE THE HEALTH, SAFETY, AND WELFARE OF ALPINE COUNTY CITIZENS AND PROMOTE ECONOMIC DEVELOPMENT

POLICY NO. 26a Provide additional safety, social services, security personnel and facilities as dictated by growth and development.

OBJECTIVE NO. 26a Develop and maintain a short and long term capital improvement program.

OBJECTIVE NO. 26b Establish a Capital Improvement Fund and budget annually to place monies in the fund.

IMPLEMENTATION MEASURE: A Capital Improvement Program should list buildings, grounds and other public works projects to be constructed in the County. To date only fire protection needs have an adopted plan.

Special Districts should annually submit their own capital improvement programs to the County. All capital improvements should be reviewed for conformance with the General Plan.

POLICY NO. 26b All new commercial or residential units utilizing community sewer or water systems should be required to contain low or restrictive flow water fixtures or devices wherever possible.

OBJECTIVE NO. 26c Apply to the State Water Resources Control Board for set aside of water for future needs in Bear Valley area from Lake Alpine.

IMPLEMENTATION MEASURE: The appropriate steps and responsibilities for accomplishing the objective as well as a means for delivering the Lake Alpine water to users in the Bear Valley Planning Area, when deemed necessary, are presented in the Bear Valley Master Plan EIR (Gretzinger and Weatherby, Inc.), and future water supply for the Bear Valley Area of Alpine County (Bill Dendy and Associates, assisted by James M. Morris, Jr. 1982).

OBJECTIVE NO. 26d Continue to pursue a set aside of water for future needs in the Kirkwood area from Caples Lake with the State Water Resources Control Board.

C. PUBLIC FINANCE

G. P. GOAL NO. 27 PROVIDE AN ADEQUATE LEVEL OF PUBLIC SERVICE WHILE MAINTAINING A BALANCED COUNTY BUDGET

OBJECTIVE NO. 27a Develop a long-range budget plan.

IMPLEMENTATION MEASURE: The costs involved in operating all County departments should be analyzed. Those departments able to charge fees for services should establish fees that would, as nearly as possible, equal the cost of services provided. The costs of operating all other departments or services should be compared with current and projected revenues and adjusted accordingly.

OBJECTIVE NO. 27b A County-wide development impact fee should be established in accordance with State Code Section 66000. Development Impact Fees are charges that are applied to new construction to cover each development's fair share of public facilities that are required to serve that development. Development Impact Fees should be assessed for expansion of all services including fire, police, water, sanitary sewer, drainage, parks, public facilities and streets.

IMPLEMENTATION MEASURE: The general procedures and responsibilities for Special District formation are summarized in Data Base Section 11.23. Examples of special districts that have been suggested during the General Plan preparation process include district formation or expansion in the Corridor, Kirkwood, and Bear Valley Planning Areas. Kirkwood has established a public utility district with broad authority to acquire, construct, and maintain electric and gas facilities and water and sewer facilities, to operate public parking, cable television, road maintenance, snow removal, fire protection, and other services. Bear Valley has formed County Service Area #1, under which Bear valley residents and property owners locally provide and pay for various services, including snow removal, fire protection and solid waste. Re-organizing the CSA as a public utility district is under consideration.

OBJECTIVE NO. 27c Improve and maintain a Local Agency Formation Commission (LAFCO) capable of reviewing and acting upon proposals for County annexations as well as special district formations, annexations, consolidations, dissolutions, and reorganizations.

IMPLEMENTATION MEASURE: The requirements and responsibilities for Local Agency Formation Commissions (LAFCO's) are contained within State Law. The current make-up of the County's LAFCO and the assistance provided by County Staff are considered adequate for all immediate and long-term purposes. County Staff should prepare for LAFCO members a clear and concise guide to LAFCO procedures consistent with enabling statutes.

OBJECTIVE NO. 27d Establish a method for clearly delineating all costs associated with proposed developments and a means for assigning those costs appropriately and equitably.

IMPLEMENTATION MEASURE:

Include analysis of economic impacts as a standard part of all environmental analysis accomplished under CEQA.

- OBJECTIVE NO. 27e** Alternative sources of revenues, such as business license fees, sales tax increase, court penalty assessments, and impact fees, should be reviewed as they become available through State enabling legislation for appropriateness, revenue generation capability, and cost of implementation.
- OBJECTIVE NO. 27f** The County should require that either a homeowners association or a special district exist or be formed that would provide for the on-going costs incurred by a new development, before approving such a development or the County should charge benefit assessments for the same purpose.
- OBJECTIVE NO. 27g** In general, the costs for new development shall be paid for by developers or residents of new developments. They should not become an undue burden upon existing tax base for County service levels and systems.
- OBJECTIVE NO. 27h** Land uses, densities, and intensities indicated on the Land Use Map should not be allowed to accrue at a rate or in a fashion which could be considered disruptive to sound fiscal planning or community character.
- OBJECTIVE NO. 27i** Lands which are located in areas designated Open Space (distant) from existing developed areas should be traded for Government appropriately designated Federal Lands near existing communities in all possible instances. A list of specific Federal parcels that should be considered for trade is included in Data Base 7.6. An Memorandum of Understanding should be established with the Forest Districts to establish procedures for such transfers.

D. PLANNING

G. P. GOAL NO. 28 MAINTAIN A COMPREHENSIVE PLANNING PROCESS IN ALPINE COUNTY

- OBJECTIVE NO. 28a** Maintain consistency between all applicable County Ordinances and the County General Plan.

IMPLEMENTATION MEASURE: State Law allows the County "reasonable time" within which to make zoning or other ordinances consistent with the General Plan. All County Ordinances should be reviewed with respect to the General Plan's Goals, Objectives, Policies, and the Land Use Map upon adoption. Recommendations or alternatives for revisions should be available for public review and at least one public hearing should be held before adoption.

IMPLEMENTATION MEASURE: The County should continue to provide adequate funding and staff to insure that the County maintains a comprehensive Planning process.

OBJECTIVE NO. 28b Maintain a comprehensive and internally consistent General Plan.

IMPLEMENTATION MEASURE: Once each year in coordination with the County's budget process, the County's Planning Commission should report to the Board of Supervisors on the status of the General Plan, the progress in its application, and whether or not revisions or amendments would be in order. Amendments to the General Plan must not exceed four per year.

OBJECTIVE NO. 28c Maintain a system for clear and streamlined permit processing.

IMPLEMENTATION MEASURE: State Government Code 65920 et seq. places certain requirements on local governments with respect to processing permit applications in a timely fashion. The legislation, when enacted locally, can offer benefits to the County, the general public, and project proponents by clearly spelling out responsibilities and time limits for project review and approval. The County should maintain application process descriptions that conform with requirements of AB 884 using simple schematic drawings where possible. These should show all parties the steps and time frames involved in the acceptance, review, and action upon any General Plan Amendment, Subdivision, Rezoning, Use Permit, or other application.

IV. CIRCULATION ELEMENT / REGIONAL TRANSPORTATION PLAN
C. POLICY ELEMENT

G. P. GOAL NO. 29 **MAINTAIN THE EXISTING SCENIC QUALITY AVAILABLE ALONG ALL OF ALPINE COUNTY'S HIGHWAYS**

G. P. GOAL NO. 30 **IMPROVE SAFETY AND CIRCULATION ON STATE ROUTE 88 TO AND THROUGH ALPINE COUNTY**

OBJECTIVE NO. 30 Improvements to State Highway 88 should be constructed as they are listed in the County's Highway Improvement Program and RTIP (Action Section, Chart IV-1).

IMPLEMENTATION MEASURE: The Alpine County LTC's responsibilities for ensuring that this regional need is met includes:

1. Listing the regional highway improvement needs in RTP updates;
2. Listing the regional highway improvement needs in the RTIP;
3. Insure that a Project Study Report (PSR) is completed for the project;
4. Working with Caltrans to insure inclusion of regional highway improvement needs in Caltrans system planning the PSTIP and the candidate list; and
5. Lobbying the California Transportation Commission for inclusion of this project in the State's Transportation Improvement Program (STIP).

POLICY NO. 30 The Alpine County LTC supports Amador County LTC's policy that passing lane opportunities that are lost on Highway 88 in Amador County due to Federal and State mandated barrier striping requirements should be mitigated by construction of added passing lanes without affecting County minimums.

G. P. GOAL NO. 31 **IMPROVE SAFETY AND CIRCULATION ON STATE HIGHWAY 4 TO AND THROUGH ALPINE COUNTY**

POLICY NO. 31a The remainder of Highway 4 from 207 to 89 in Alpine County should be maintained and upgraded for safety and maintenance purposes as per its current status.

POLICY NO. 31b Improvements to State Highway 4 in Calaveras County are important to the social and economic well being of Alpine County citizens in the Bear Valley region and they are therefore supported by the Alpine County LTC.

OBJECTIVE NO. 31a The Alpine CTC's second priority State highway improvement project is

construction of a passing lane on State Highway 4 between Arnold, in Calaveras County, and Bear Valley, in Western Alpine County.

IMPLEMENTATION MEASURE: The steps to help accomplish establishment of a passing lane per Objective 3.4 are listed under Implementation Measure IV A-2.11 above. If the passing lane is to be located outside of Alpine County, communication and coordination with the LTC of the County involved is also an important step.

OBJECTIVE NO. 31b

A plan for the continuous upgrade of Highway 4 through Calaveras County as development occurs and supports an Angels Camp bypass would be reviewed and carried out.

IMPLEMENTATION MEASURE: The Alpine County Transportation Commission will continue to send representatives to participate in the "Ebbetts Pass Group" planning activities. The Alpine County LTC will cooperate with the Calaveras County LTC in the ongoing effort to obtain State subvention discretionary funding to develop a Highway 4 plan. The issue of inadequate parking areas and transit solutions for Bear Valley Ski Area's expansion plans should be included in the study. There should be a survey and classification of traffic in the study as well.

GP GOAL No. 32

IMPROVE SAFETY AND CIRCULATION ON STATE HIGHWAY 89 TO AND THROUGH ALPINE COUNTY

OBJECTIVE NO. 32a

Improvements to State Highway 89 should be constructed as they are listed in the County's Highway Improvement Program (Action Section, Chart IV-1).

OBJECTIVE NO. 32b

Lobby the Dept. of Transportation and CTC for the construction and installation of improvements that would be necessary to upgrade Highway 89 between Markleeville and Heenan Lake so that the route may be safe and adequate for winter travel and recreational access.

IMPLEMENTATION MEASURE: Capacity enhancing State highway projects costing more than \$300,000 must involve the RTIP/STIP process outlined under Implementation Measure IV A-1.11 and on Table 3. Projects costing less than \$300,000 can be initiated by a resolution of the Alpine County Board of Supervisors (Minor Improvement Program). Such a request would be considered by the Caltrans District 10 Minor Program Technical Advisory Committee.

OBJECTIVE NO. 32c

Lobby the Dept. of Transportation to redesignate State Route 89 from Highway 4 up to Heenan Lake as snow and ice removal class C.

IMPLEMENTATION MEASURE: Caltrans District 10 is responsible for snow and ice removal up to Monitor Pass. The Alpine County Board of

Supervisors and the Alpine County LTC, as well as Markleeville businesses and citizens would be responsible for lobbying State agencies and officials to authorize Caltrans to plow to the pass area during winter months. In 1981 the Alpine County Board of Supervisors took particular steps to have the pass route designated a class "C" winter route. The implementation of objective IC A-2.3 would involve following similar steps, only this time requesting the route be open only as far as Heenan Lake. This alternative should cost significantly less than plowing all the way over Monitor Pass. County staff should review the study of costs that was prepared by Caltrans in 1981 and the U.S. Forest Service in 1989/90 and recommend measures that could help further reduce overall cost. Local businesses and citizens should contact appropriate officials directly and explain the importance of the effort. The County should seek contractors and concessionaires who, in cooperation with the Forest Service and BLM, would help market and/or provide services in the Monitor Pass winter recreation area.

OBJECTIVE NO. 32d

Signs should be placed on Highway 89 warning commercial carriers that the Monitor Pass/Monitor Canyon area can be unsafe for ill-equipped vehicles, and/or prohibitions should be established limiting the size and/or weight of vehicles using the route.

IMPLEMENTATION MEASURE: Highway improvements and regulations such as highway signing would fall within the authority of Caltrans.

G. P. GOAL NO. 33

CONSTRUCT SAFE AND EFFICIENT INTERSECTIONS FOR PRESENT AND FUTURE LEVELS OF HIGHWAY USE

OBJECTIVE NO. 33

Construct or improve intersections at new developments including resort communities and ski areas based upon the implementation of planned or phased development at such areas.

IMPLEMENTATION MEASURE: The responsibility of constructing improved intersections at the Kirkwood and Bear Valley resort communities will be placed upon the developers constructing the development.

Improved or new highway intersections are planned in the Kirkwood and Bear Valley Master Plans. Dates for the improvements are not specified. The County should work with Caltrans to insure that these improvements are installed at the appropriate time in accordance with buildout of these recreational developments and constructed to State standards.

G. P. GOAL NO. 34

INCREASE COUNTY MINIMUMS FOR ALPINE COUNTY

OBJECTIVE NO. 34

In the effort to achieve compensation for the amount of through and recreational traffic using highways in Alpine County special legislation may be necessary.

IMPLEMENTATION MEASURE: Neighboring Inyo and Mono Counties have collected traffic data over the past six years which document very high through-county and recreational traffic on local roads and highways. They have used this data to obtain an increase in the amount of formula State subvention planning funds they receive but have not convinced the State that additional highway or road funds should be allocated to them. In FY 89/90 Alpine County completed a similar through-county study and determined that Alpine County has generally the same unfavorable ratio of local traffic to through traffic as was found in Inyo and Mono Counties. The survey and resultant report should be used in cooperation with Inyo and Mono Counties to urge the CTC and if necessary the State Legislature to adjust the County minimum formula for very rural counties.

G. P. GOAL NO. 35 ENSURE COUNTY MINIMUM AMOUNTS ARE SPENT IN ALPINE COUNTY

OBJECTIVE NO. 35 Ensure that the system of county minimums is maintained and the amount of highway funds due to Alpine County under county minimum formulas is spent as directed by Alpine County.

IMPLEMENTATION MEASURE: The Alpine County LTC must consistently use every effort to ensure that the CTC maintains their policy of "county minimums" and that the CTC programs enough projects to be sure Alpine County's minimums are met. The LTC should maintain communications with Caltrans District 10 to be sure they construct highway improvement projects on schedule as programmed. The Alpine LTC should ask its legislators and the CTC Rural Counties Task Force to support requirements that ensure county minimums are maintained and adhered to in the future.

G. P. GOAL NO. 36 PROVIDE FOR THE COST OF MAINTENANCE ON NEW AND EXISTING COUNTY ROADS

OBJECTIVE NO. 36a In an effort to preserve existing roads and save long-term costs of reconstruction, maintain a road maintenance schedule.

IMPLEMENTATION MEASURE: Prior to the work begun in 1982-83, no in-depth street and road inventory information had been recorded for roads in Alpine County. In 1985-86, a consultant prepared a physical inventory of the street and road system. In 1987-88 this was converted to usable computer form. A computerized street and road inventory management system allows for continual update and development as a transportation planning development tool. A pavement management system (PMS) has been established to coordinate maintenance improvements.

POLICY NO. 36a Consider the inclusion of road maintenance costs in any proposals for County service area formation.

POLICY NO. 36b Impact fees will be required with the approval of any industrial, commercial, residential, or other development permit for the purpose of improving

affected local roads.

IMPLEMENTATION MEASURE: In order to charge a developer a traffic impact fee the County must adopt a County wide traffic mitigation fee ordinance based upon a reasonable plan for the expenditure of such fees. Such fees can only be collected at the time individual building permits or occupancy permits are issued and the funds collected must not be commingled with other County funds. An exception to this law may apply wherein a developer agrees to pay a traffic mitigation fee through a formal development agreement with the County.

POLICY NO. 36c

The County may require that either a homeowners association or special district exist or be formed that would provide for the costs of road maintenance or that fees such as benefit assessments may be charged for the same purpose before approving any subdivision application.

OBJECTIVE NO. 36b

The County should take every available opportunity to lobby the Department of Transportation for more funds to conduct County road maintenance.

IMPLEMENTATION MEASURE: The following are examples of ways in which the State could make additional road maintenance funds available to the County:

- 1) ISTEAs should be available for the maintenance and reconstruction of existing roads as well as construction of new roads.
- 2) After completion of the Federal Interstate Highway System, Federal fuel tax should be returned to local states and counties to take care of improvements to federal aid primary and federal aid secondary road systems.
- 3) The State should levy a tax upon recreational vehicles (campers, trailers, motor homes, etc.) And/or recreational equipment and the money should go for local roads in recreation areas.
- 4) The State should consider indexing the gasoline tax to the inflation rate in road construction and maintenance costs.

G. P. GOAL NO. 37

UPGRADE EXISTING ROADS AND ADD NEW ROADS TO THE COUNTY SYSTEM THAT MEET PROJECTED NEEDS AND PLANNED FUNCTIONAL CLASSIFICATIONS AND INSURE THAT PRIVATE ROADS DO NOT BECOME A BURDEN OR THREAT TO THE HEALTH, SAFETY, OR WELFARE OF THE GENERAL PUBLIC

OBJECTIVE NO. 37

Implement the County Road Improvement Program outlined in the Action Element.

IMPLEMENTATION MEASURE: The primary means for funding County road construction projects is provided through ISTEAs (see Financial Section). Requests for exchange funds should be in conformance with the County's road improvement program (Action Section, Chart IV-3). Such requests are followed by field reviews conducted by the County and the

State and they conclude with appropriate agreements and a resolution by the Board of Supervisors.

POLICY NO. 37a

Existing roads should be maintained and upgraded as a priority over the establishment of new roads to new areas except where the public benefit clearly outweighs overall costs.

POLICY NO. 37b

The County should maintain road standards which will insure that new and upgraded roads meet the intent of Goal IV C-2.

G.P. GOAL NO. 38

PROVIDE FOR THE TRANSIT NEEDS OF THE COUNTY IN A TIMELY AND ECONOMIC FASHION

OBJECTIVE NO. 38a

Reassess unmet transit needs and the feasibility of reasonably fulfilling such needs in conjunction with the annual budget process.

IMPLEMENTATION MEASURE: State law requires the Alpine County LTC to conduct at least one public hearing to consider unmet transit needs before LTF can be spent for purposes other than bicycles, pedestrians or public transportation. Provisions for fulfilling this requirement are included on Table 1, the Transportation Planning Calendar. After the LTC determines that all unmet transit needs that can be reasonably met are being met, remaining LTF can be spent for streets and road purposes. Transit and road funding are discussed further in the Financial Element.

OBJECTIVE NO. 38b

Establish guidelines and procedures for administration of TDA and STA funds.

IMPLEMENTATION MEASURE: The Alpine County LTC is the responsible transportation planning agency for Alpine County. In addition to other responsibilities, they are the administrators of funds generated by the Transportation Development Act (TDA) of 1971, as amended (SB 325), and for funds generated by the State Transit Assistance Program (STA – SB 620). This responsibility includes all aspects of accountability, apportionment, claim review and approval, allocation, fiscal performance and compliance audits, and annual reports.

POLICY NO. 38a

The Alpine County LTC will consider claims for use of LTF funds for the provision of transit services in accordance with applicable State laws and the County's Transit Improvement Program (California Public Utilities Code, commencing with Section 99200, Calif. Administration Code commencing with Section 6600, and Action Element).

POLICY NO. 38b

The Alpine County LTC will only honor transit claims which also meet its adopted "reasonable-to-meet" criteria. The Alpine County LTC reasonable-to-meet criteria are \$7.00 per passenger per one-way trip, a 10% fare box return and a reasonable ratio of passengers to distance traveled.

POLICY NO. 38c

In order to be adequate for Alpine County LTC assessment, input regarding unmet transit needs should be put into a form that includes (1) time service is needed, (2) specific origin(s) and destination(s), (3) number of riders, (4) willingness to ride public transportation service, and (5) willingness to pay 10% farebox or more.

POLICY NO. 38d

Avoid costly duplication of service effort and promote efficiency by consolidating transit services in accordance with the provisions of State Assembly Bill 120 and the County's adopted consolidated social service transit action plan. Monitor transit needs of the elderly and handicapped to identify potential for meeting "reasonable-to-meet" criteria.

IMPLEMENTATION MEASURE: Table 1, the Transportation Planning Calendar, includes dates for submission of draft and final "Annual Overall Work Programs". The overall work programs list, explains, and allocates funds for maintaining the RTP and carrying out necessary related transportation planning studies.

OBJECTIVE NO. 38d

Obtain more detailed information in accordance with Policy IV D-1.5 from the SSTAC, the biennial social service transportation inventory and action plans and progress reports, through the unmet needs hearings process and by other sources.

G. P. GOAL NO. 39

ESTABLISH SAFE AND ADEQUATE AVIATION FACILITIES

OBJECTIVE NO. 39a

Continue periodic improvements to the Alpine County airport in accordance with the County Airport Master Plan and the County Airport Improvement Program (Action Section, Chart IV-5).

IMPLEMENTATION MEASURE: The construction of improvements to the Alpine County airport are the responsibility of the County Public Works Department. Amount and type of improvements that can be accomplished in a given year are constrained by fiscal considerations which are addressed in the Financial Section.

POLICY NO. 39a

Continue to utilize State funding as programmed in the State Transportation Improvement Program (STIP) to obtain funds to improve the County airport and investigate availability of federal funds.

OBJECTIVE NO. 39b

Through cooperation with private industry, develop the Alpine County airport into a clean-industry job center for the community.

IMPLEMENTATION MEASURE: Testing should be done as soon as possible to determine a water source and soil conditions, in order to assess the overall site suitability.

IMPLEMENTATION MEASURE: The County should pursue funding opportunities for infrastructure development.

IMPLEMENTATION MEASURE: The County needs to decide what role it desires in the development process and what staff and financial resources it is willing to commit to this process.

IMPLEMENTATION MEASURE: Once funding is obtained and development determined, a marketing plan must be prepared.

IMPLEMENTATION MEASURE: If the airport site is not feasible for further development, the County should designate another site for future industrial development.

G. P. GOAL NO. 40 DEVELOP BICYCLE CIRCULATION AND SUPPORT FACILITIES WHERE SAFE AND REASONABLE

OBJECTIVE NO. 40 Improve County wide bicycle circulation in accordance with the Alpine County bicycle circulation improvement program and long-range transportation plan. (Action Element and Land Use Map)

IMPLEMENTATION MEASURE: Implementation of the Bicycle Circulation Improvement Program involves responsibilities of both the County and the State as specified on the program and in the Financial Section.

POLICY No. 40a Each agency or developer involved with street, road, and highway improvements or maintenance should consider the needs of bicyclists in projects designed to upgrade, make operational changes upon, or maintain such facilities with particular emphasis on adopted or recognized bike routes.

POLICY No. 40b Bikeways should be in conformance with standards adopted by Caltrans where feasible and required by Section 2375 and 2376 of the Streets and Highways Code. Encourage CALTRANS to develop specific standards for mountain terrain.

POLICY No. 40c Local agencies, employers, businesses, and developers should provide safe and secure bicycle storage facilities to promote maximum utilization of the bicycle for utilitarian purposes and tourism.

G. P. GOAL NO. 41 DEVELOP PEDESTRIAN CIRCULATION FOR THE BETTERMENT OF LOCAL COMMERCE AS WELL AS THE SAFETY AND CONVENIENCE OF LOCAL CITIZENS

OBJECTIVE NO. 41 Provisions that promote pedestrian circulation and facilities should be included in design review criteria outlined in the Natural Resource and Conservation Element of the County General Plan.

IMPLEMENTATION MEASURE: Objective II L-1.6 of the General Plan's Natural Resources and Conservation Element provides for the establishment of a Design Review Board which is to review and make suggestions upon

all building permits in the Markleeville area. The measure is an effort to enhance the town's attractiveness both for residents and visitors. The parameters for design suggestions therein should include pedestrian facilities such as covered walkways, courtyards, and benches.

G. P. GOAL No. 42 **FULFILL THE PARKING NEEDS OF LOCAL CITIZENS AND VISITING TRAFFIC**

OBJECTIVE No. 42a Construct and maintain off-street parking facilities as needed along State Highway 88 and/or 89 to serve winter recreationists in the Hope Valley area.

IMPLEMENTATION MEASURE: The construction and maintenance of off-street parking facilities along a State highway for winter recreation could require inter-governmental coordination between the County, Caltrans and the U.S. Forest Service. Caltrans maintenance crews normally do not plow for off-highway parking.

POLICY No. 42a The Bear Valley Ski Resort should be encouraged to investigate the feasibility of the proposed ski lift between the Bear Valley subdivision and the ski area as an immediate priority to reduce traffic impacts on Highways 4 and 207 and provide more day skier parking at the ski area.

POLICY No. 42b Any adoption of significant expansion plans at Bear Valley should include conditions requiring the ski area to provide transit from out-of-county to minimize parking problems and excessive traffic.

G. P. GOAL No. 43 **ESTABLISH WINTER TRAILS FOR CROSS-COUNTRY SKI AND SNOWMOBILE USE**

OBJECTIVE No. 43 Prepare a County Winter Trails Plan to define appropriate locations and standards for trail improvements, maintenance and grooming.

G. P. GOAL No. 44 **DEVELOP, MAINTAIN, AND USE PIPELINE, POWER LINE AND COMMUNICATION FACILITIES IN A WISE AND EFFICIENT MANNER**

OBJECTIVE No. 44 Obtain revenues necessary to upgrade public utilities serving the Markleeville area.

IMPLEMENTATION MEASURE: The agencies responsible for achieving this objective are the Markleeville PUB and Markleeville Water Company. The mechanisms available for use include increased rates of assessments, loans, or grants. Serious efforts in each of these areas is necessary because each of the funding mechanisms has its limits yet the problem persists.

POLICY No. 44a Future development should be designed and located so that they do not require the extension of utilities that would increase costs to existing rate payers or taxpayers or generate significant negative effects upon natural resources.

POLICY No. 44b

Future development should be designed and located so that they share existing or planned utility corridors or facilities wherever possible.

POLICY No. 44c

No trans-Sierra utility corridors including power lines, pipelines and other utility transmission facilities shall be allowed in Alpine County. (See Need/Issue #18 in Section B, Needs Assessment.)

V. HOUSING ELEMENT
J. HOUSING PROGRAM

G. P. GOAL No. 45 PROVIDE ADEQUATE HOUSING FOR ALL PRESENT AND FUTURE RESIDENTS REGARDLESS OF AGE, RACE, INCOME, SEX OR RELIGION

POLICY NO. 45a

Assist and encourage the development of housing to meet the needs of low and moderate income households.

IMPLEMENTATION MEASURE: State Government Code Section 65915 requires local governments to grant a density bonus of at least 25 percent and an additional incentive, or financially equivalent incentive, to a developer of a housing development agreeing to construct at least:

- a) 20% of the units for lower income households; or
- b) 10% of the units for very low income households; or
- c) 50% of the units for senior citizens.

State law also requires that each jurisdiction adopt an implementing ordinance which includes a procedure for evaluating preliminary applications and the types of developer incentive to be provided. The Board of Supervisors shall direct County planning staff to draft a density bonus ordinance for adoption pursuant to State Government Code Section 65915 which meets State requirements but also considers public safety and health issues in the County such as provisions for adequate fire, water and sewer services. As discussed in Section H, there are water, sewer and fire protection service constraints which may be encountered by developers of higher density projects. Target date: January 1999

IMPLEMENTATION MEASURE: The Alpine County Board of Supervisors shall assist the Department of Housing and Community Development (HCD) in its efforts to establish a Section 8 subsidy program for the County. Target Date: June 1999

POLICY NO. 45b

Encourage and assist in the development of employee housing in the ski resort communities of Bear Valley and Kirkwood.

OBJECTIVE NO.45a

Increase the employee/unit ratio in Kirkwood; and in Bear Valley.

IMPLEMENTATION MEASURE: Complete the Kirkwood Master (Specific) Plan revision and identify appropriate employee housing ratio and implementation measures.

Target Date: 1997

IMPLEMENTATION MEASURE: The Alpine County Board of Supervisors shall appoint an employee needs task force to determine if an employee housing agreement shall be developed to require a ratio of employee housing units to guest units be built in Bear Valley (as required in Kirkwood). If determined necessary the task force shall draft an employee housing agreement for consideration and adoption by the Alpine County board of Supervisors. Target Date: 1997

POLICY NO. 45c

Periodically update ordinances and policies to remove unreasonable governmental constraints to construction of affordable housing.

IMPLEMENTATION MEASURE: The County Board of Supervisors shall periodically review their government policies and ordinances to determine if there are any unreasonable constraints to the construction of affordable housing. Target Dates: Ongoing

POLICY NO. 45d

Promote the provision of adequate housing for all residents, regardless of race, income, age, sex or religion.

IMPLEMENTATION MEASURE: The County Clerk shall obtain information on fair housing laws from the State Department of Housing and Community Development. Copies of the information shall be made available for distribution to the public at the County Clerk's office, Department of Social Services and County Library. Target Date: Ongoing

G. P. GOAL NO. 46

A CHOICE OF HOUSING BY LOCATION, TYPE, PRICE AND TENURE

POLICY NO. 46 Continue to provide adequate sites for housing development on the General Plan Land Use and Zoning Map.

G. P. GOAL NO. 47

A BALANCED RESIDENTIAL ENVIRONMENT WITH ACCESS TO EMPLOYMENT OPPORTUNITIES, COMMUNITY FACILITIES AND ADEQUATE SERVICES

POLICY NO. 47a

Seek to provide public services such as water, sewer, roads, streets, fire protection, etc.

IMPLEMENTATION MEASURE: The County Public Works Department shall continue to assist private water companies in pursuing funding needed to improve the water services in the County. Target Date: 1997 - 2001

POLICY NO. 47b

Encourage the provision of emergency housing for the homeless.

IMPLEMENTATION MEASURE: The County Planning Commission shall review the General Plan Land Use Element and Zoning Ordinance and recommend to the Board of Supervisors appropriate land use designations/zones in which to allow emergency and transitional housing for the homeless in the County. The Board of Supervisors shall adopt amendments to the Land Use Element and Zoning Ordinance as determined

appropriate to allow said uses. Target Date: 2001

G. P. GOAL NO. 48 PRESERVATION AND IMPROVEMENT OF THE EXISTING HOUSING SUPPLY

POLICY NO. 48 Encourage the reconstruction or rehabilitation of existing dwellings.

OBJECTIVE NO. 48 Rehabilitate 22 units occupied by or affordable to lower income households.

IMPLEMENTATION MEASURE: The County Board of Supervisors shall apply for CDBG or other funding available to establish a housing rehabilitation program in the County. Target Date: 2001

VI. ECONOMIC DEVELOPMENT ELEMENT

G.P. GOAL NO. 49 ESTABLISH A BALANCED ECONOMY THAT IS CONSISTENT WITH SUSTAINABLE ENVIRONMENTAL PRESERVATION

OBJECTIVE NO. 49a Identify programs to help diversify the economy.

OBJECTIVE NO. 49b Identify programs to help reverse the trend of failing or stagnating businesses and recruit new businesses.

OBJECTIVE NO. 49c Identify programs to improve services to support economic growth.

IMPLEMENTATION MEASURE: Establish an Economic Development Advisory Committee to identify and recommend appropriate programs to the Board of Supervisors. Members should include a Supervisor, a Planning Commissioner, a Chamber of Commerce representative, the BOS Assistant, the Planning Director and the Public Works Director.

U.S. GOVERNMENT PRINTING OFFICE: 1965
Preservation and Improvement of the Existing Housing Stock

Objective No. 1: To provide for the reconstruction of existing housing stock.

Implementation: The County Board of Supervisors has approved a plan to apply for CDBG funds for the reconstruction of existing housing stock.

VI. ECONOMIC DEVELOPMENT ELEMENT

U.S. GOVERNMENT PRINTING OFFICE: 1965
Economic Development

Objective No. 1: To provide for the reconstruction of existing housing stock.

Implementation: The County Board of Supervisors has approved a plan to apply for CDBG funds for the reconstruction of existing housing stock.

U.S. GOVERNMENT PRINTING OFFICE: 1965

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